

# The Hongkong Telegraph.

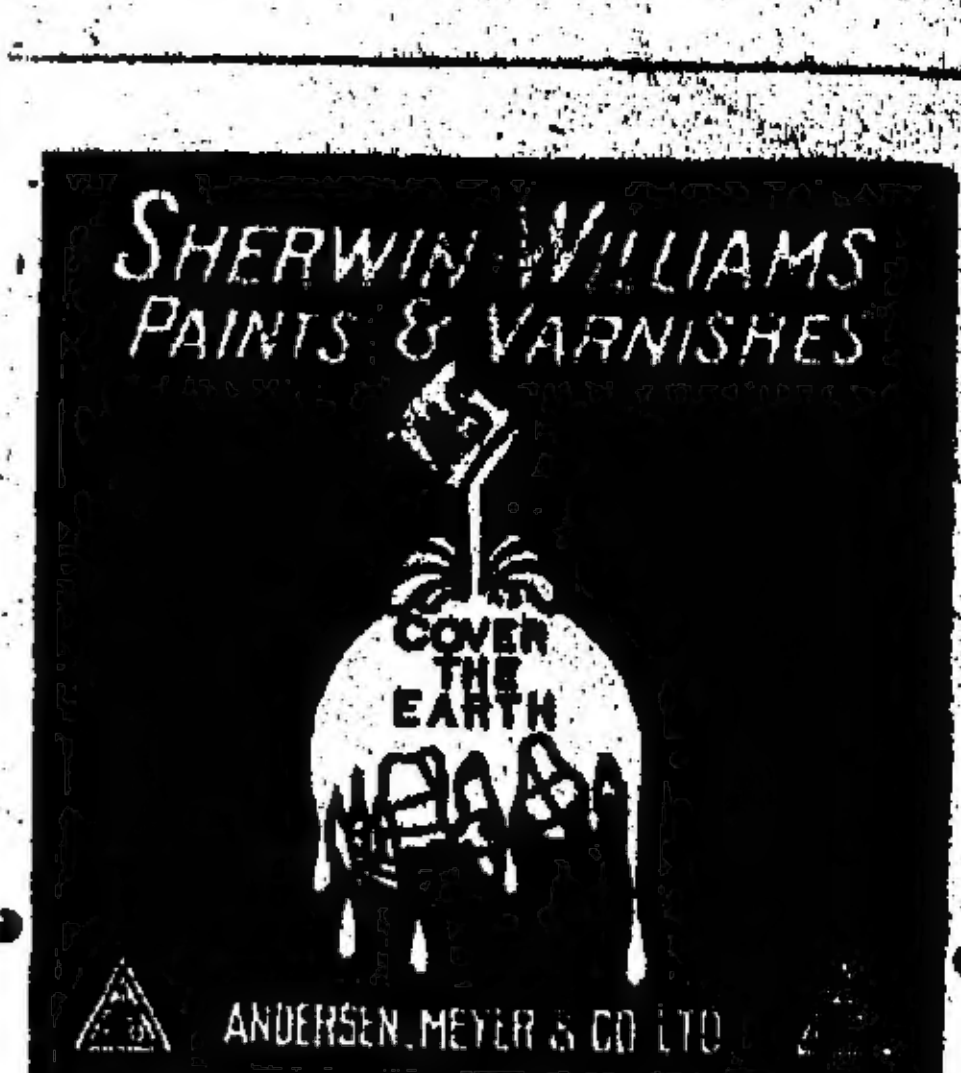
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WEDNESDAY, APRIL 20, 1921.

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## THE COAL STRIKE.

### Owners' Attitude.

(Reuter's Service.)

London, April 19.

The coalowners spent over two hours at the Board of Trade conferring with the Secretary of Mines, after which their President announced that there had been no new developments. Subsequently the Mining Association issued a statement expressing whether there would be any usefulness in replying to the demand of the Miners' Federation for information as regards the offer of the owners to forgo profits and revise the wage schedule. The Association said it appeared that the Federation was not prepared to discuss wages until its two chief demands had been conceded. The owners could not possibly say more than they had already said without discussion with the Federation, as if they attempted to readjust conditions without consulting the men's representatives they would run a risk of being accused of going back to the old-standing pre-war agreements.

### Ready to Discuss with Miners.

London, April 19.

The coal owners' negotiating committee had long conferences to-day with officials of the Mines Department. It is expected that when the Miners' Executive meet on Thursday they will be informed that the owners are prepared to discuss important modifications in the wage scales previously offered.

### Rioting in Scotland.

London, April 19.

Reports of the disastrous effects of the coal strike upon industry continue to come from all parts of the country. The latest is that many potteries in North Staffs have closed down, and that twenty thousand operatives are idle. Mean while the anger of the miners found a vent in disturbances in Scotland. The worst rioting since the crisis began occurred yesterday at Lanarkshire. Shops at Blantyre were plundered of provisions, which were deliberately wasted. Enormous damage is reported to have been done to buildings and plant as the result of rioting in Fifeshire.

## THE IRISH PROBLEM.

### Mr. Lloyd George Replies to Bishops.

London, April 19.

Replying to the appeal by Bishops, cabled on April 6, Mr. Lloyd George says he most heartily sympathises with their desire to bring about peace with a contented Ireland. He denounces the Sinn Féin reign of terror and declares that the policy of the Government is the only practical solution, just and wise, and the Home Rule Act a sensible and workmanlike method of carrying it out. The fundamental issue is Secession versus Union. The Government's ideal of combining unity with Home Rule is nobler than the Sinn Féin's creed of excessive Nationalism, which would take nothing less than isolation and which, if it had full play, would Balkanise the world. The controllers of the Irish Republican Army believed they could ultimately win a Republic by continuing to fight, but as long as the leaders of Sinn Féin stood in this position and received the support of their countrymen, a settlement would be impossible. He was willing and anxious to discuss any and every road which promised to lead to a reconciliation. He fully recognised that force was no remedy and that reason and goodwill alone would lead to the final goal, but an abandonment of force at present would be a surrender to violence, crime and separation.

## THE YAP MISUNDERSTANDING.

### Chance of a Settlement.

London, April 19.

The Daily Telegraph hopes that the Anglo-French Premiers will find time at the week-end Conference to discuss the Yap misunderstanding and find a solution which will satisfy the American claim, without affronting the new mandator. The newspaper thinks that it would be a pity for the Japanese to drift into a serious quarrel with the United States over a fragment of rock and sand. It forecasts that France will throw her weight on the side of America, while Britain will probably use her influence with Japan. Thus the incident promises a satisfactory termination.

## SELECTION COMMITTEE FOR TEST MATCHES.

### Players Not to Contribute to the Press.

London, April 19.

A meeting of the Cricket Board of Control has appointed Messrs. R. Spooner, H. K. Foster, and J. Daniell as selectors for this season's Test matches, with power to co-opt the captain selected, also to call in consultatively two professionals. The selectors will make the players' acceptance conditional upon his not contributing any article or statement to the Press respecting any match he plays in until the end of the season.

## INDIA'S LATE VICEROY.

### Optimistic Regarding Future.

London, April 19.

Lord Chelmsford, the retiring Viceroy of India, has arrived in London. As regards India's future he is most optimistic. He said the Legislative Council had already demonstrated that they were not a sham but a reality; they had displayed great sense of balance and responsibility. Lord Chelmsford foreshadowed an early collapse of Non-Cooperation.

## MR. CHAMBERLAIN TO INTRODUCE BUDGET.

### Sir Robert Horne Preoccupied with Strike.

London, April 19.

In the House of Commons Mr. Chamberlain announced that the Budget would be introduced on the 25th inst. by himself, owing to Sir Robert Horne's preoccupations with the coal strike.

## CAMBRIDGE TO HONOUR JAPANESE CROWN PRINCE.

London, April 19.

The Crown Prince of Japan will receive the Honorary doctor's degree of Cambridge.

Mr. Koshida, Secretary to the Japanese Embassy, is proceeding to Gibraltar to meet the Crown Prince.

## THE CHINESE AMBASSADOR TO LONDON.

London, April 19.

Dr. Wellington Koo has arrived in London from Italy.

## REPARATION MEASURES.

### The Reichsbank Reserves.

(Reuter's Service.)

Paris, April 19.

A version of the Reparations Commission's demand for the handing over of the Reichsbank reserve (see Earlier Cables) fixes the expiry date for compliance for the 22nd inst. The Reichsbank are to be transferred to the Cologne or Coblenz branch of the Reichsbank, where they would be allowed to appear in the balance-sheet, but they are not to be disposable without the permission of the Reparations Commission. The statement shows that steps are to be taken in consequence of Germany's disregard of Clause 236 of the Treaty, notwithstanding warning. The reserves will therefore be security for the German reparations obligations. If compliance be refused, the Commission will demand immediate surrender of the metal reserves.

### Informal Allied Conference at Week-End.

London, April 19.

M. Briand and General Weygand are coming from Paris to attend an informal Allied Conference at Hythe at the week-end at Sir Philip Sasson's home at Lyme, the historic scene of the previous conferences. Germany now has only twelve days in which to make a satisfactory proposal for payment of the £600,000,000 due on May 1 in order to avoid new coercive measures.

## DISASTROUS SHIPPING SLUMP.

### Bad Conditions at Home.

London, April 19.

The worst shipping slump in living memory is being experienced. Approximately 900 British vessels, of a tonnage of over 2,000,000, have been driven to another by the industrial stagnation and dislocation. A city authority declares that ships to-day are unworkable and unsalable and are "being given away with a pound of tea." Shipping centres are hard. There are 56,000 workers unemployed and over 170,000 in the engineering and iron-founding trades. Recently a Japanese vessel of 4,000 tons was sold for £10,000. Last year the ship was withdrawn from auctions at £32,000, while earlier the owners refused £90,000.

## COSTA RICAN OIL CONCESSIONS.

### U.S. Reply to British Allegations.

London, April 19.

The newspapers in Washington state that Mr. Hughes on April 15 sent a Note to Britain with reference to the allegations made in the House of Commons that the United States Government had endeavoured improperly to procure the annulment of certain oil concessions to a British Company in Costa Rica. The Note says the American Consul at San Jose was not authorised to criticise the concession; but adds that such criticism accords with the policy of the United States, which does not recognise usurping Governments.

## EX-KAISERIN'S FUNERAL.

### Remains Arrive at Potsdam.

Berlin, April 19.

There were sombre scenes on the arrival of the remains of the ex-Kaiserin at Wild Park Station, near Potsdam. The ex-Crown Princess, younger members of the former Imperial Family, former Court dignitaries and a party of ex-officers with lowered swords awaited the train. Many wreaths, which were presented at various stations en route from Holland, covered the coffin, over which an all-night vigil was kept by officers of the regiments of which the ex-Kaiserin was Honorary Colonel. A huge procession, including uniformed officers and privates, followed the remains to Potsdam, where there were enormous crowds of visitors.

## SINN FEIN'S APPEAL TO AMERICA.

### A Big Further Loan Sought.

Chicago, April 19.

Mr. Boland, representative of Da Valera in America, addressing the Convention Association for Recognition of the Irish Republic, said that Ireland was going to ask American sympathisers for a further loan of probably \$100,000,000 to finance the fight for freedom.

## DEMPSEY-CARPENTIER FIGHT.

### Fixed for July 2nd.

New York, April 19.

Tex Rickard announces that the Dempsey-Carpentier fight will be fought at Jersey City on July 2nd. A Paris message says Carpentier and Descamps are sailing to America on May 7th.

## ONTARIO GOES "BONE-DRY."

Toronto, April 19.

A Referendum on the question of the importation and sale of intoxicants in Ontario resulted in a victory for the "drys" by a majority of over 100,000. This makes Ontario bone-dry.

## ECHO OF DREYFUS CASE.

Paris, April 19.

The death is announced of Joseph Reinach, journalist, the promoter of the revision of the Dreyfus case.

## TO-DAY'S CHINESE TELEGRAMS.

Peking, April 19.

The Premier has had an interview with Chang Jik-tin and Tso Kwan in Tientsin. He returned to Peking on the same day. It is said that Chang and Tso have agreed to go to Peking on the 20th inst.

The Cantonese community has made a strong protest to the Government against Sun Yat-sen's proposal to contract a Japanese loan and give all the mines in Hainan as security.

(Other Telegrams on Page 2.)

## DEFENCE CORPS INSPECTION.

### Speech by the General.

The first inspection of the Hongkong Volunteer Defence Corps since its reorganisation took place last evening on the Murray Parade Ground, when H.E. the General Officer Commanding (Major General Sir George M. Kirkpatrick, K.C.M.G.) was the inspecting officer. A very large crowd of spectators watched the proceedings, added interest being given the event by the fact that it was the first public occasion on which the Scottish Companies in kilts had been seen and also the very first appearance of the Pipe Band that has just been organised. The Corps made quite a brave show, and many complimentary remarks were heard.

The parade was an extremely strong one, ten officers and 203 men answering the roll. Under the Commandant (Lieut.-Col. L. G. Bird), who was accompanied by the Adjutant (Major G. F. E. Rapson), the Corps marched from Headquarters to Parade Ground, awaiting the arrival of the G.O.C. in open review formation. H. E. who was accompanied by Lieut.-Col. W. N. Nicholson, D.A.A. Q.M.G., and Capt. Fisher, A.D.C., was accorded the General Salute on arrival and then proceeded to inspect the various platoons. Following the march past in platoons and in close formation, the Corps advanced to the saluting base in open review order, the General Salute being again given.

The Corps, having formed into hollow square, was addressed by the General Officer, who said he felt it a great privilege to have the honour of inspecting the Corps on the first occasion since its reorganisation. That evening he had seen the Corps on the march, and he had closely inspected the men, finding that they knew how to turn out in a soldier-like manner. The marching was good and the drill movements were good. It said something for a large body of men like that, who had other occupations to attend to, that they should be willing to give their services voluntarily. Their coming forward, after times such as they had been through, was an example that he hoped many others would follow. Given greater numbers and another year's work, the Corps should be even better than it was now. He had not arrived in the Colony in time to see the men at work at the Camp that was held last year, but he was looking forward to seeing them next year, because it all depended on the work that was done in the field as to whether a body of men was efficient or not. He hoped that during the coming summer the men would individually follow up their training and he could assure them that if any units desired to combine with their regular comrades in any work being done they would be made particularly welcome. Anything he could do to help in that direction he would be only too pleased. He also hoped that in the near future the Corps would have better armament. He hoped that the Artillery would have field guns of the type many of the men had been used to in the field and also that more machine guns would be available. When that armament did arrive he would give them all that he could so that they could make themselves an efficient force. His Excellency went on to say that since he had been in the Colony he had noticed that the numbers of the

## "NINGPO" ASHORE.

### On the Rocks Near Chefoo.

News has been received in the Colony that the China Navigation Company's vessel Ningpo is on the rocks at North East Promontory, near Chefoo. The Ningpo was bound for Swatow from Dalny with a cargo of head cakes and went ashore two or three days ago. The cause of the stranding is given as thick fog. It is reported that there is 16 feet of water in the No. 1 and No. 2 holds of the steamer. The skipper of the vessel is Captain Frere. The Hongkong office of Messrs. Butterfield and Swire is in receipt of no information, but a salvage steamer has been sent to the aid of the Ningpo from Shanghai. It is stated that the Ningpo had no passengers on board at the time of the mishap. The Ningpo was built in 1898 at Greenock, and is of the same class as the Chinkiang and the Ichang, of the same Company.

## CHINESE ATHLETICS.

### Hongkong Chin Woo Athletic Association.

The Hongkong Chin Woo Athletic Association celebrates its first anniversary on the 24th inst. at the "Kau Yu Fong" Theatre. Demonstration of Chinese fistic art, music and speeches, regarding the history and work of the Association and its benefit to youths will be given, supported and illustrated by a cinematographic show in the same Theatre at night. The pictures will show some very interesting exhibitions of Chinese "Kung-fu," given by some of the art from the North of China. The Shanghai Chin Woo Athletic Association is the head body. It was originated by Prof. Fock Yuen Gap, a well known exponent of the Chinese national art of boxing. Being aware of the physical weakness of the majority of the Chinese as a consequence of their lack of exercise, he established the Shanghai Association, in the hope of bringing the younger generation to a better state of health and general physical fitness. There are branches of the Association in practically every part of China—Tientsin, Peking, Mongolia, Manchuria, Hankow, Soochow, Canton, Ipoh, Singapore and Hongkong, etc.

"Kung-fu" is considered by the Chinese more as an exercise than for fighting purposes. It has a beneficial effect on every part of the body, giving harmonious exercise to every muscle. It can be indulged in by males or females of any age. In Shanghai, every boys' or girls' school or college has it in its curriculum and the youngsters are compelled to take it. Many men and women of the weakest constitution have been surprised to find themselves healthy and active and enjoying a new life, after taking the exercises for a year or two. —Contributed.

Corps were steadily growing and he hoped that such progress would be continued so that when he inspected the Corps next year it would be a very much stronger body. In conclusion he thanked Col. Bird for the very satisfactory turn-out the Corps had made. To the strains of the Pipe Band the Corps then marched back to Headquarters, where the "Dismiss" was given.

## KOWLOON "TIGER."

### Or Is it a Bear?

For quite a long period we have heard nothing of the Kowloon tiger. He seems, however, to have reappeared and is said to have caused great consternation to the inhabitants of Hok Un village. One excited Chinese who sought the aid of the Police in this connection, is, however, sure that it was not a tiger that he saw. Tigers could not be tigers without the stripes he ingeniously informed the Inspector, and, by the same process of reasoning, he concluded an animal with a dark brownish skin, and a knack of standing on its hind legs must be a bear, or a monster closely akin to it. The story this witness has told the Police is to the effect that whilst going in a ricksha on Kowloon City Road yesterday he saw a large crowd of people chasing a monster seven feet long and two and a half in height, towards Hok Un village. Strange to say, none of these people could say what the animal was. One volunteered the information that it was a tiger, another a lion, but, in the opinion of the witness, it was a bear. Of course, the animal, whatever it was, had disappeared completely when the Police, in compliance with the appeal made to them, took up the chase. The animal is therefore still at large, and will doubtless now and again go to furnish material for further exciting tales.

## KING HUSSEIN'S THRONE.

Usually well-informed circles state that the King of the Hejaz has advised the British Government of his intention to abdicate if his claims are not satisfactorily settled by the end of March. Hussein ibn Ali, nearly 70 years of age, was appointed Emir of Mecca (Grand Sheriff) in 1908 by the Porte on the death of his uncle, the Emir Abdillah ibn Muhammad, at Constantinople. On June 5, 1916, he proclaimed the independence of the Hejaz and on June 21, 1917, emphasised his independence and the pre-eminent dignity of his position by assuming the title of King. His eldest son is the Emir Ali, while the Emir Feisal is his third son. The King lives in patriarchal state at Mecca and, while connected by telephone with Jeddah, maintains many archaic customs in his despotic administration.

## News in To-day's New Advertisements.

The chief attraction at the Hongkong Theatre from to-night until Saturday is "Jack and Jill," featuring Jack Pickford and Louise Huff.—Page 12.

The dates of the Championship finals of the tennis tournament, and information regarding the booking of seats is given on Page 4.

"The Merchant of Venice" is being produced by the H. B. Waring Company this evening.—Page 4.

During Mr. P. H. Holyoak's absence from the Colony Mr. W. G. Saunders will be in charge of Messrs. Reiss & Co.—Page 4.

The a.s. Demodis has arrived and the usual consignee notice is given on page 4.

On Saturday morning Messrs. Lammet Bros. are selling a quantity of steel hoops at the Kowloon Godowns.—Page 4.

## To-Day's Exchange.

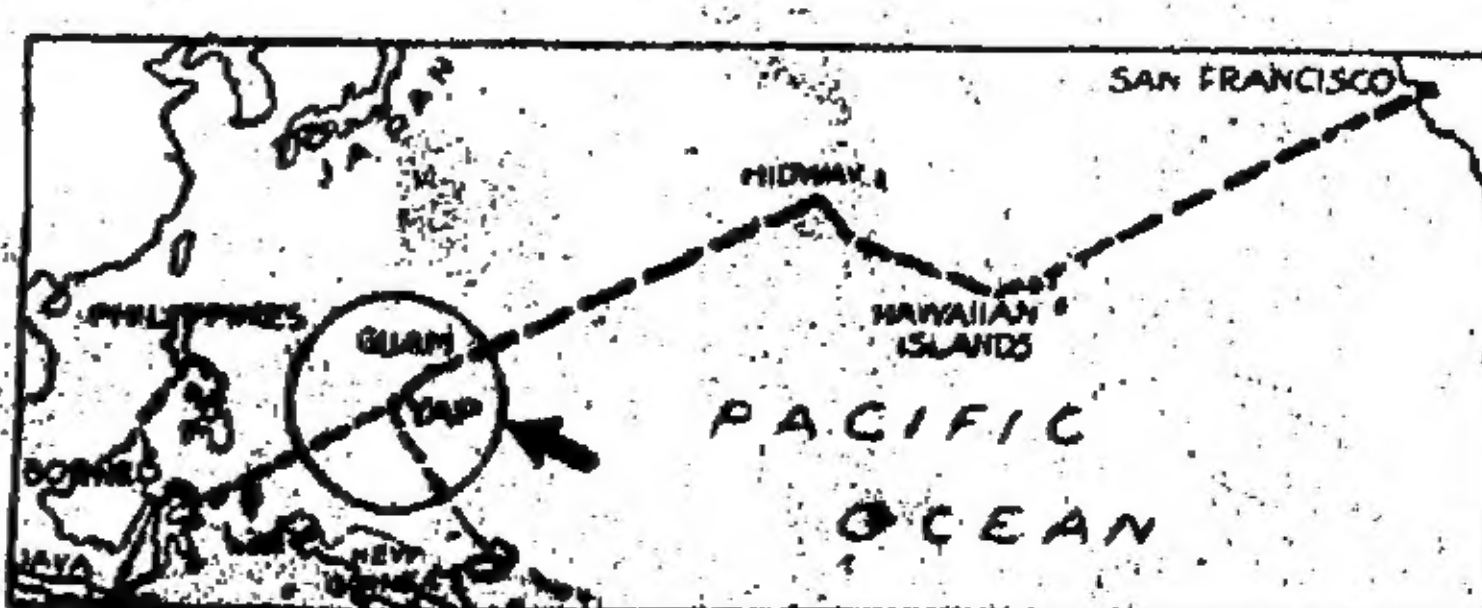
The closing rate of the dollar, on demand, to-day was 2s. 7½d.

## The Weather.

2 p.m. Barometer:—29.96. Temperature:—72. Humidity:—75.

## Lighting-Up Time.

Lighting-up time to-day is 6.46 p.m.



The above sketch shows the route of the cables running from Guam in the Pacific to the Dutch East Indies by way of the island of Yap, concerning the Japanese control of which America is now raising a protest. Our leading article to-day deals with the subject.



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EARLIER TELEGRAMS.

THE COAL STRIKE.

London, April 19.

A significant statement was made in the House of Commons late last night which it is thought will increase the prospects of a settlement of the coal situation. Mr. Lloyd George declared that, although the Government is unable to accept indefinite liability, it has not excluded the possibility of a subsidy for a permanent settlement. The Northumberland Miners' Association instructed its delegates to the National conference which meets on the 22nd April, to ask the Executive Committee to meet again the coalowners and the Government in order to ascertain the temporary wages settlement they are prepared to offer provided the question of a National Wage Board and pool is discussed later.

The fact that the coalowners met this morning and proceeded after a short conference to the Board of Trade to interview the Secretary of Mines is the only indication of any movement with a view to a solution of the drifting situation. It is surmised that the mineowners will take an early opportunity to respond to the request of the Miners' Federation for elucidation of Lord Gainford's offer to forego profits mentioned on April 15th. The Federation says that before the offer can be treated seriously it must explicitly be stated whether the owners in suggesting readjustments of the wage schedules are prepared to agree that richer districts must assist the poorer and contends that the offer is worthless as it at present stands.

GERMANY'S LIABILITIES.

Paris, April 15.

The Chamber has adopted a motion respecting the fifty per cent. duty on all German goods imported to France, the proceeds to be credited against German obligations under the Peace Treaty. According to some papers a Conference is to meet to-day under the Presidency of M. Millerand to consider coercive measures in case Germany is again attempting to dodge liabilities. Military measures in conjunction with Allied powers are contemplated, including the occupation of the Ruhr district and perhaps the blockade of Hamburg. An Inter-Allied Conference will possibly take place in Paris at the beginning of May. It is confidently expected Mr. Lloyd George will be able to participate.

Paris, April 19.

According to the latest advices, Germany, as the result of the failure of her recent overtures to the Cabinets in Bern, Prague, Washington and Brussels has abandoned the attempt to find an intermediary to convey to the Allies her new counter-proposals which are believed to be largely a recapitulation of the proposals in London on March 7th. Meanwhile, the Reparations Commission is completing an estimate of the amount of reparations to be claimed from Germany on May 1st and French experts are continuing the examination of the economic and military penalties to be applied in the event of Germany's continued refusal to meet her obligations. According to the Echo de Paris fresh territory is to be occupied in the Ruhr region which comprises the district of Elberfeld, a total area of 75 kilometres long and 25 kilometres wide with a population of 4,000,000. It is believed that seven divisions will be ample for the task.

REICHSBANK'S GOLD.

Berlin, April 19.

Considerable feeling has been aroused by the semi-official announcement that the Reparations Commission has transmitted a verbal demand that the Reichsbank's gold reserves must be transferred to the occupied zone before 1st May as security for German deliveries under the Treaty.

Burglars subsequently broke into the offices of the Inter-Allied Mission and removed a safe containing a small sum of money.

THE YAP QUESTION.

Paris, April 15.

Acknowledging receipt of the Note respecting Yap Island, M. Briand wrote the American Ambassador that an answer would follow in due course after exchange of views between France, Britain, Japan and Italy.

NEW INDIAN GOVERNMENT LOAN.

London, April 19.

Arrangements are in the making for the underwriting of the new Indian Government 7 per cent. Loan of £7,500,000. The bonds are repayable in 1926 at 102 or in 1931 at par and are convertible into India Threes on a basis of 202 in 1922 and 200 in 1923. They consist principally of the purchase of railway material in the United Kingdom.

CENTRAL AMERICAN DISPUTE.

Washington, April 19.

It is officially stated that the United States will not tolerate a resumption of hostilities between Panama and Costa Rica.

MARQUIS OKUMA ON POLITICS.

Sage of Waseda Discusses Future of Political Parties.

"Real democracy must come from efforts of the Nation itself, and to that end a thoroughgoing plan of intellectual and moral education of the nation is a paramount task before us. The political parties are now being tried, and the result may decide the extent to which the Nation may take interest in constitutional politics. This is a most serious moment."

The above was the statement of Marquis Okuma in an interview with a representative of the Hochi Shimbun, the present political situation. First he referred to what he calls "malolorous" fighting between the two leading political parties the Seiyukai and Kenseikai, and stated that the Nation appears to have lost all hope in political parties. The Marquis mentioned the fact that in certain quarters the negation of politics and non-confidence in the parliamentary system have been intensified, and predicted that now that the political parties have exposed themselves, the Nation will become further separated from them. "In other words," he said, "the parliament itself will further ignore popular will. We are standing on the brink of a precipice." Then he went on to say:

"The responsibility for our having such a political situation, although the country became constitutional forty years ago, must be shared by the Nation, I think. If we object to the political party because of the recent unsavoury exposures, we must object to parliamentary as well as party politics, and consequently we shall have to object to constitutional politics itself. The present state of affairs, however, is not the fault of the Constitution; the fault is due to blunders in its operation. In the Imperial Rescript on the promulgation of the Constitution by the late Emperor Meiji, words to the effect that 'Our burden is shared' are seen, and in the light of such expression, the Nation must acknowledge its part in the failure of a successful operation."

"Aristotle once said that monarchy is recommendable; only it is liable to become despotic. Aristocracy is good; only it tends towards oligarchy, and democracy is right; only it should not degrade itself to mob rule. The system, after all, is not organic; it depends on the people who operate it. Irrespective of any system, evils will grow when it becomes despotic. There may be many things to be said about the actual manner under which the Constitutional administration is being carried on, but it is simply astonishing that the people talk about the influence of the 'clan clique,' which is given no recognition by the Constitution, and of the presence of the elder statesmen who hold away by virtue of this 'clan clique.' The political situation is played up by clan partisans and professional political manipulators."

"About eight years ago, when the nation-wide movement for upholding the sanctity of the Constitution was started and Mr. Inukai, President of the Kokumintai, at present, and Mr. Ozaki, former Minister of Justice, and until recently an influential leader of the Kenseikai, were popularly called 'the guardian-angels of the Constitution,' the movement was generally regarded as a second attempt to conquer the Choshu clan. But the attempt failed, because the Seiyukai betrayed the people and entered into an understanding with the Satsuma clique. Even with such influential states-

men as Inukai or Ozaki, supported by the voice of the whole nation, the attempt failed on account of the power of the 'clan clique.'"

"This is only one instance. The Seiyukai is a kind of parasite of the 'clan clique,' it has kept alive by dexerously attaching itself to the 'clan clique,' and members of the Seiyukai, having come together for individual profits, hold themselves intact. They have been satisfied with what they have been getting and unlike the members of other parties, they do not raise academic fuss. Thus the Seiyukai has been able, so far, to maintain what is commonly called perfect unity among its members. When the late Prince Ito organised the Seiyukai, Mr. Iwano, now Premier, was a government official. Mr. Moroka, now the Minister of Railways, has been a government partisan from the beginning, and so has Mr. Oka, the former Speaker of the House of Representatives. And we might judge its character by the fact that bankers, shipping millionaires, such as Takatsuki, now the Minister of Finance, Nakahshi, now Minister of Education, later joined the party and considerably increased its influence. I shall not mention any more individual names, but there are many in the Seiyukai who are half politicians and half businessmen, and it appears that of late some of them have become powerfully rich."

"In this respect, the Kenseikai is still a new organization and its President, Viscount Kato, is a new man as a party leader. Both are now undergoing a test of their respective qualities. I saw no need of discussing the rights or wrongs of this question [The Marquis refers to the contribution of ¥50,000 by one Uchida of Kobe, a shipping magnate, to the Kenseikai toward campaign funds last Spring on the condition that the said amount should not be used to support Mr. Ozaki and Mr. Shinada whom he does not like, and which fact Mr. Hiro-oka of the Seiyukai has been denouncing as immoral from a statesman's stand-point.] One puts oneself beyond the pale when one violates code of honour by giving publicity to private letters and prying into others' personal affairs and tries to make them a political question. Viscount Kato cannot be complimented on his skill in this matter, and may feel a little embarrassed, but this question will never balance the changes brought against the Seiyukai administration over the management of the South Manchuria Railway by the Kenseikai."

"I am an optimist about everything, and do not feel sceptical over the unfavourable conditions of the political parties to-day. I rather think that the political parties are now facing a turning point in the reformation of the political party. In case of sickness, while it is getting worse, even physicians are unable to do much, but when the worst is over and the patient is getting better, it is a highly critical time. The least carelessness at this juncture would prove fatal. The political parties have passed the crisis, and great care is necessary. The people, at the same time, must become more watchful than ever. They must not, as they have been doing up to now, leave everything to the whims of the 'clan clique'; they must not stand aside and look with folded arms at what the politicians are pleased to do."

AMALGAMATION SCHEME ABANDONED.

Proposals for amalgamation between the Royal Colonial Institute and the Overseas Club and Patriotic League have been abandoned.

DEFECTIVE TEETH.

Outspoken address by Sir James Cantlie.

Rotten teeth and Trade Union leaders are two causes of national degeneracy instanced by Sir James Cantlie.

"You cannot raise a nation on rotten teeth, though that is what we are trying to do," he said at one point in a lecture on "The Body in Health," at the Institute of Hygiene, London.

"The trade union leaders have ruined the physique of England," he said at another point.

TEETH AND INDIGESTION.

On the question of teeth Sir James said:—"There are 9,000,000 dyspeptics more or less; and yet people will not stand being called dyspeptics. They resent your finding such a thing as indigestion in their family."

If you ask them if there is any cancer in the family, or insanity, or tuberculosis, they will confess it immediately. But indigestion never.

"The cause of it all is bad teeth. Than the British children there are no better born into the world, whether it is the poor man's child born in London or the rich man's child born in the country. They are the inheritance of a fine race, and the inheritance has not yet died out. But their teeth are ruined to begin with, you cannot raise a nation on bad teeth, though that is what we are trying to do."

The trouble began in infancy, Sir James said, when children were given food which was too hot for them. "We have trained ourselves to drink hot food. Our normal temperature is 98.4, but we can sip it from the cup at 130; we can drink freely at 120; and at 115 we say the tea is cold."

The normal temperature of an infant is 98.4, but when milk is heated for it it is usually 20 degrees ahead of what its gums can stand. The child's mouth is kept in a constant state of irritation. And the blood which ought to be nourishing its teeth is drawn away from them. When the teeth come through they have their tissues marred.

WORKS HALF THE TIME.

It was on the question of the expenditure of human energy that Sir James fell foul of the Trade Union leaders.

Suppose this table weighed a ton, he said, and I lifted it, I should have expended a ton of energy. If my weight is 18 st., every time I lift my foot from the ground I have expended 140 foot pounds of energy. The total which the average man of my type expends in 24 hours is 250 foot tons. He cannot help it, and he has expended a force capable of lifting 260 tons off the floor.

The capacity of the annual labourer, such as the farm servant or the blacksmith, is 300 foot tons in 24 hours. But does a workman to day expend as much as his father did? He expends more like 150. He goes to his work late and comes home early, and idles his time when he is there. He works half the time that his father did.

He is getting lazy. The muscular power of his heart and his arm is going down. He is becoming an untrained man. Loitering has got to be stopped. It is getting a more important question than politics or economics.

The very health blood of the nation is going by the divergent use of trade unionism, which is lowering the strength and stamina of the nation. It is the doctor's duty to point out to the leaders of the Trade Unions what they are doing.

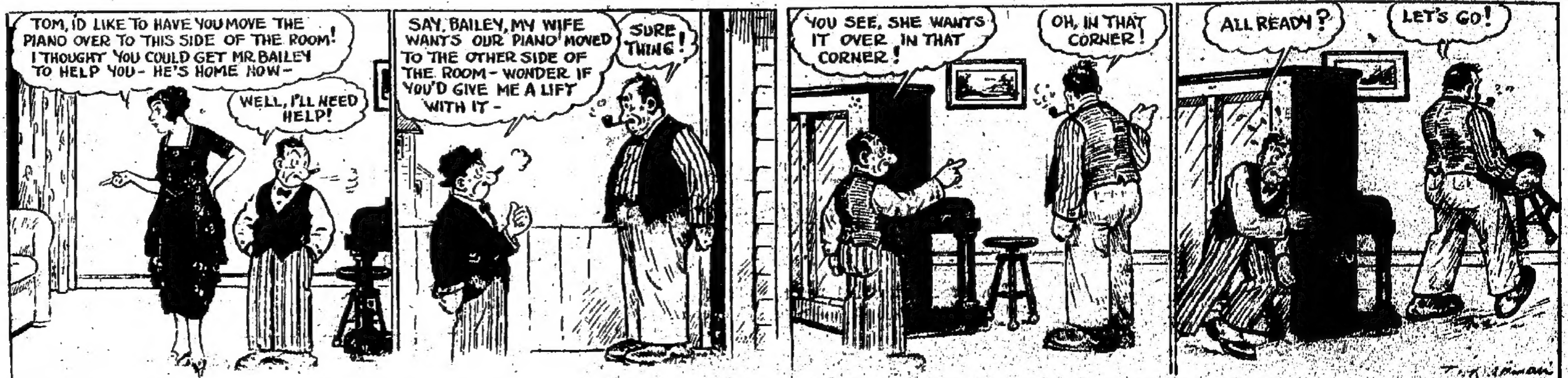
MOTHER OF WELL-KNOWN POET DEAD.

Mrs. Newbolt, mother of Sir Henry Newbolt, the poet, has died at Salisbury, aged 83.

DOINGS OF THE DUFFS

Tom Gets a Helper

BY ALLMAN







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The most Versatile Musical Instrument the World produces.

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To look their best—let them benefit by expert Alfred Hardy treatment. For cleaning, dyeing, tailoring, pressing, repairs and renovations use the Alfred Hardy Service.

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A new consignment of

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PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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## PANAMA TOLLS.

Will U.S. Ships Be Exempted?

Of the many matters at issue between Great Britain and the United States, which Sir Auckland Geddes no doubt took up during his visit home, there is one as to which things will be simpler if Great Britain understands it in its true bearings as well as we do here in America. I refer to what is called the Panama Tolls Act, writes the Washington correspondent of the Times.

When the United States decided to build the Panama Canal, some twenty years ago, it was found that Great Britain had certain rights. These rights were made the subject of a treaty between the late John Hay, who was then our Secretary of State, and the late Sir Julian Pauncefote, who was then the British Ambassador to the United States. Everything being thus settled, we built the canal.

On its completion, some ten years ago, Congress passed an act providing for the operation of the canal. In that act American ships passing through the canal were exempted from paying tolls. Soon thereafter some of our own statesmen raised the point that this exemption was not consistent with the spirit of Hay-Pauncefote Treaty, and that we were in honour bound to accord the same treatment as ships of our own nation. A motion to repeal the exemption to American ships was brought up in our Senate by the man who is probably our most distinguished statesman and lawyer, Mr. Elihu Root. He made a strong plea for our obligations of honour toward Great Britain. At the same time our State Department took the matter up through the channels of diplomacy.

## PRESIDENT WILSON'S REQUEST.

While this was pending, our administration changed and Mr. Wilson came into office and did a dramatic thing, which served to give this issue an unfortunate air of mystery. He sent for the Senate Committee on Foreign Affairs, saying that he wished to confer with them. He said that a situation had arisen which was of grave importance and which made it most desirable that Congress, in deference to Great Britain, should repeal that part of the Act for the operation of the Panama Canal which exempted American ships from the payment of tolls, saying: "We ought to reverse our action without making the question whether we were right or wrong, and we ought more to deserve our reputation for generosity and the redemption of every obligation

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"GRIPOLY" SOLID WOVEN BELTING is composed of indestructible strands, twisted and interwoven with the solid body of the belt.

This absolutely prevents all fraying and for the FIRST TIME a textile belt runs under the same conditions as solid leather.

It costs less money than double leather belting and gives better satisfaction. It never slips—its GRIPPING power is PERFECTION.

It is thoroughly waterproof and is not in any way affected by temperature, or by acids, steam or dust.

It is practically stretchless as compared with any other known belting.

"LANDT" IMPROVED SOLID WOVEN COTTON BELTING.

Is the highest possible quality of solid woven cotton belting.

Manufactured by special plant and provided with indestructible edges.

It is low in cost, waterproof, exceedingly strong and practically stretchless.

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THE ONLY BELTS CAPABLE OF

SUCCESSFULLY WITHSTANDING THE FRICTION OF GUIDE FORKS.

ALL SIZES FROM 2 IN. TO 12 IN. WIDE.

without quibble or hesitation. I ask this of you in support of the foreign policy of the administration. I shall not know how to deal with matters of even greater delicacy and nearer consequence if you do not grant it to me in ungrudging measure."

The cryptic nature of President Wilson's request occasioned much comment, and there was some resentment over his failure to share with any other public man whatever information he had. There was much surmise as to just what Mr. Wilson had in mind. In any event, Mr. Wilson's request was complied with and Congress withdrew the exemption.

Since then American ships passing through the canal have been paying tolls the same as the ships of every other nation. But there was always much restlessness on the part of economic interests in the United States which were affected by the Act. Undoubtedly, the matter would not have rested so long as it has but for the fact that only a few weeks later the great war began and submerged this issue. When the two-party platform was written in 1916, the war was still on, and the subject was not mentioned. But when the Republicans came together for the convention last June, the matter was again brought up. The Republican platform contained a plank to the effect that party if put in power, would repeal the existing Act and would exempt American ships, engaged in coastwise traffic, from paying tolls.

## AN ECONOMIC QUESTION.

The motive for this Act had little to do with Great Britain or with international affairs. The motive was purely economic and sectional. It had its origin in the wish of certain lumber interests and other shippers of heavy traffic on our Pacific coast to get the lowest possible freight rates from the Pacific coast by water to the markets of the Atlantic coast.

Just as the motive in favour of the Bill was local and economic, so will encounter opposition that is also local and economic. There are other shippers in the interior portions of the country who will be put at a handicap if the Pacific coast shippers get lower freight rates. These shippers and other business men in the central parts of the country who are compelled to rely on railroad transportation alone will oppose any Act giving American coastwise ships free passage through the Panama Canal.

When this Panama tolls bill comes up in Congress the fight will be largely one of sectional interest. It will hang chiefly on freight rates and manufacturing costs. Of course, it will also have an international angle, for the thing cannot be done in honour without taking into consideration the old Hay-Pauncefote Treaty. On this latter point Republicans themselves differ. Elihu Root believes that we cannot exempt our ships consistently with the treaty. On the other hand, ex-Senator George Rutherford, of

Utah, who has almost equal standing with Mr. Root believes that a correct interpretation of the Hay-Pauncefote Treaty does not forbid us to exempt American ships. That is all there is as to the Panama Tolls Act. Looked upon as an issue between the United States and Great Britain, it is a far less serious matter than superficially appears, and is commonly taken for granted in discussions of our relations with Great Britain. Our business men believe that the subject is only of minor interest to British shipping. British shipping will not be materially affected even if we should grant our coastwise ships free passage. Also many of our statesmen do not believe that Great Britain cares a great deal about the matter, and are confident that it can be arranged readily by diplomatic intercourse between the two nations.

## BID FOR WORLD SHIPPING.

On the other hand, it is also true that our country has come to have aspirations toward world trade which will bring us more and more into keener competition with British mercantile interests. President-elect Harding, in one of his recent speeches, said that he hoped to see America the owner of the greatest mercantile fleet in the world. Obviously, we can only become the greatest mercantile shipping nation in the world by displacing the nation which already possesses that position. Whether we are to achieve this ambition is a matter that only the future can tell. Many of the more thoughtful believe that this is a thing which is controlled by natural forces rather than a tour de force to be attained merely by national ambition. It will take generations for Americans to become trained to the sea and to build up the personnel for world shipping and world trade which Great Britain already has.

One final word should be said. It is not to be denied that the path of those who are eager to conduct whatever commercial rivalry we may have with Great Britain in such a way as to cause the minimum of friction is not made easy by the dispatches which appear from day to day in our papers about conditions in Ireland, which conditions any frank statement must acknowledge are deeply shocking to the mass of our people.

## GENERAL NEWS.

PRINCES AS ARCHITECT.  
Hon. Fellowship of the Royal Institute has been accepted by the Prince of Wales.

PHILIPPINE TERRITORIAL STATUS.

Mr. George Fairchild, publisher of the Manila Times urges the establishment of a territorial form of government in the Philippines. He declared that an improved export market is necessary for the prosperity of the islands, and that an increased sugar crop would mean the beginning of better conditions. He declined to comment on the reports that he is being considered for the governor-generalship.

## NOTICE.

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SUPPLIED IN THREE STRENGTHS:

5 per cent FOR TOILET USE

10 per cent FOR THE BATH

20 per cent MEDICAL BATH SOAP

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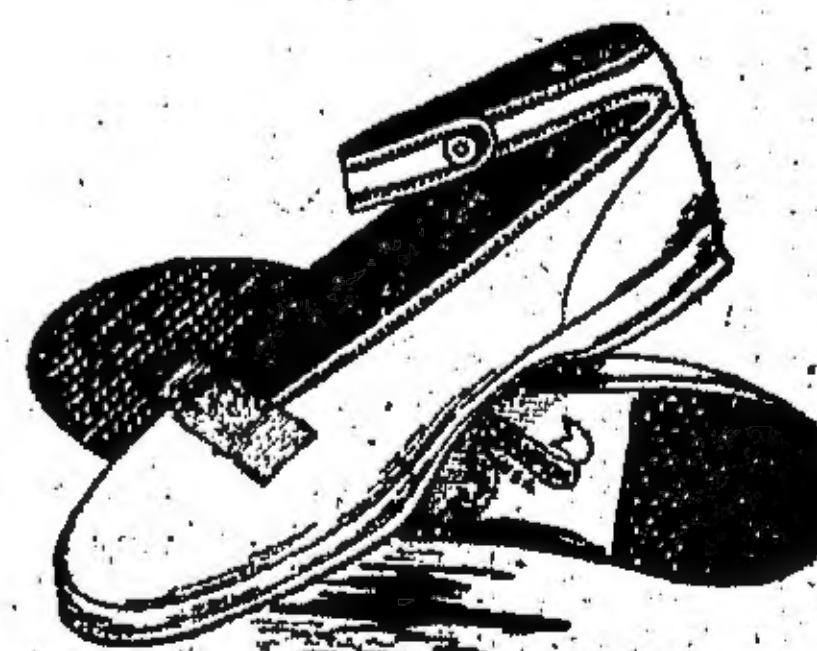
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COME AND CHOOSE YOUR OWN.

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## TYRES! TUBES! TYRES!

NEW SHIPMENT JUST RECEIVED.

Prices of Tyres and Tubes.

Size.	Mk. cc.	Prices.	
		Tyres.	Tubes.
		\$ C	\$ C
28 x 3	Fisk (Clincher-Motor cycle)	25.00	9.000
31 x 4	Fisk Clincher	60.00	13.00
31 x 4	Sioux (Clincher)	80.50	13.50
33 x 4	Dunlop (Straight side)	75.00	13.50
33 x 4	Sioux (Straight side)	88.50	13.50
34 x 4	Fisk (Clincher Pain tread)	60.00	15.50
34 x 4	Fisk (Straight side) N.S.	70.00	15.50
34 x 4	Sioux (S.S.)	90.00	15.50
34 x 4 1/2	Dunlop (S.S.)	95.00	15.50
35 x 4 1/2	Dunlop (Clincher)	95.00	16.00
35 x 4 1/2	U.S. Chain (S.S.)	100.00	16.00
37 x 5	Dunlop (Clincher or S.S.)	130.00	20.00
815 x 105	Sioux (Clincher)	75.00	14.00
880 x 120	Sioux (Clincher)	105.00	17.50

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## "MISSING LINK" EXPEDITION.

## Leader Explains Its Objects.

The following article has been written by Mr. Roy Chapman Andrews, one of the "Missing Link" Expedition to Asia, who recently arrived in Shanghai by the S.S. Golden State:

Cowboys, priests, women, scientists, soldiers, authors, small boys, novice actors, yes, even a prominent banker—they all want to accompany us on the "search for the missing link."

In the last several months I have been deluged with offers of assistance by telephone, mail and cable.

The public is undoubtedly finding romance and thrills in a scientific expedition, a thing that, strangely enough, is supposed to be of interest only to a collector of bones.

The gold prospector who sets out with his barrow and pick to scratch the barren mountains in a hunt for wealth; the quick-witted detective who, with a cigarette and a scented handkerchief, tries to establish his "theory," inspire an instinctive thrill. But I can tell you it does not compare with the thrills that come from scratching the crust of this old world for infinitesimal clues that will unlock the mystery of the birth of man.

In some bleak desert we may find a skull, in some ancient water-course a skeleton of a being; and from these fragments, bit by bit, the chaos of the early ages may take form, and the gloomy past become vivid with life.

## SEEK ONLY TRUTH.

Most of our present conclusions are theories based on deductive reasoning. Very little in regard to the descent of man can be stated without the possibility of contradiction. We positively affirm nothing. We have one main object only: to discover the truth. But, as scientists, it is necessary to have something with which to work. We have records of our nearer ancestors which enable us to picture the past for several centuries. But as the trail recedes it becomes less distinct until finally it is lost entirely. Man we know, is somewhere along that trail. We can only locate him by scraps of clues here and there, so tiny as to escape the eye of any but a trained scientist.

## MEET DIFFICULTIES.

The hard parts in the skeletons of man and the apes are so few and fragile that they are easily scattered or crushed in the jaws of carnivora; while the more primitive forms are probably only to be located in remote little known districts that have not yet been investigated by scientists. The remains that we have thus far located consist of scattered teeth, jaw-bones, and fragments of skulls. Fortunately, these are the very parts from which signifi-

cant conclusions may best be drawn, as they characterize the whole skeleton.

The shape of the teeth is of particular importance, since the human races have in common certain characteristics that have become slightly modified in the later races of man.

At the same time the absurdity of the popular notion that we are descended from the monkeys ought to be obvious. Monkeys and apes are contemporaries. We cannot, therefore, very well be descended from them.

Man is descended from none but man. But it appears certain that man is related to the ape; and if we are able to study the evolution of apes as we are the horse, the camel, and the dog—then we may be able to draw a fair analogy that may give us some light on the evolution of man from his primitive state to his present form.

It is in the hope of discovering some fossil of man at the place of his origin that might enable us to link up his successive stages of development—that we are undertaking this Asiatic expedition.

## SOCIALIST NEWSPAPER RIGHTS.

The United States Supreme Court has refused to restore the mail rights of the Socialist newspaper, the *Milwaukee Leader*, which Mr. Burdson, the former Postmaster-General withdrew during the war.

## ASTHMA INSTANTLY RELIEVED

A Noted Physician will prove this to sufferers in Hongkong.

The astonishing statement that Asthma can be relieved instantaneously, coming from so well known authority as Dr. H. Schiffmann, will be of interest to asthma sufferers. The experience of most Asthmatics has been that little, if any, relief has been afforded them by the methods heretofore employed, as well as the disease has been regarded as incurable. This noted physician has, however, after a life-long study of Asthma and kindred diseases, discovered a remedy which instantly relieves the severest cases of Asthma, Hay Fever and Bronchitis. So complete is Dr. Schiffmann's confidence in his remedy that he requests this paper to announce that to-day and to-morrow he will send a liberal sample box of "Schiffmann's Asthmador" free of charge to all persons applying at The Pharmacy 22, Queen's Road Central.

Dr. Schiffmann believes that an actual test will be the most convincing, and in fact the only way to overcome the natural prejudice of thousands of Asthmatics who have heretofore sought relief in vain. Persons residing in remote localities, outside of this city, who desire to try this medicine, will be sent a free sample package per post, providing they send simply their name and full address (no other writing) on a post card, within the next six days to Muller and Phipps (Asia) Ltd., P. O. Box 25 Hongkong.

## PASSENGERS DEPARTED.

Per s.s. NIKKO MARU.—Mr. F. H. Carr, Mr. H. E. Whittingham, Mr. Alex. L. Rae, Mr. D. E. Cappelman, Mr. E. Romero, Mrs. Pritchard, Mr. Chen Shi Chi, Mr. Pyo An, Mr. M. Yeda, Mr. A. N. Kryshofovich, Mr. H. T. Edwards, Mr. T. Courtney, Miss M. E. Courtney, Miss V. Courtney, Mrs. T. C. de Coma, Mr. R. C. Morton, Dr. W. M. Anderson, Mr. & Mrs. F. C. Butcher, Mr. Chua Kim, Mrs. Benay, Mr. & Mrs. P. Moses, Mrs. Knowles, Miss E. Harris, Mr. Chan Kwong Cheong, Mr. N. Trajano, Mr. C. Hernandez, Mr. V. Showaram, Mr. W. H. Lee, Mrs. L. O. Richmond, Miss B. Richmond, Miss M. Richmond, Mr. A. J. Grant, Mrs. Monteith Webb, Mrs. M. Grant, Mrs. A. Santiago, Miss Butcher, Mrs. W. Jackson, Miss A. Hebel, Mrs. Tim Ho, Mrs. Vg Po, Mr. Chua Oh, Mr. Li Guan Chuk, Mr. Ang Kaling, Mr. A. Cheong Sai, Mr. C. H. Morrison, Mr. A. Santoy, Mr. F. S. Gomez.

Per s.s. IDOMENEUS.—Mr. G. C. H. Culley, Mr. H. Ingebrouton, Mr. P. Johns, Mr. A. Sutherland, Mr. H. T. F. Morris, Mr. H. Percy Smith, Mr. W. P. Thomas, Mr. G. S. McGavin, Mr. J. Grant, Mr. G. B. Grant, Mr. G. Hall, Mr. A. B. Gaston, Mr. A. Clement, Mr. N. Donald, Mr. W. F. Bassford, Mr. P. Miller, Mr. J. Gordon Hare, Mr. H. F. Blum.

## ARMY SCANDALS.

## Auditing of Accounts a "Farce."

"You will agree with me that after the investigation that has taken place and the evidence you have heard a state of things has been disclosed that is nothing short of a public scandal," said Mr. Norman Clinton, defending John Denman, a civilian clerk employed by the R. A. O. C., at Aldershot.

Denman, who is charged with forging Army pay and mess books, falsifying accounts, and stealing public money, charges involving £950 in all, was committed to the Assize.

"You have a small unit of the R.A.O.C., in which the accounts are signed by officers, who pass them for audit," continued Mr. Clinton.

"They are audited, and yet soldiers have been paid in some cases £5 a week more than they were entitled to."

"It appears to me that an audit of Army accounts is a farce. We have had definite evidence given us that the auditors are not allowed to challenge any payment in Army accounts that has been signed by an officer. That also is a public scandal."

"BROKEN EVERY REGULATION." "You have two officers giving evidence one of whom, Lieut. Barclay Barr, has admitted that he has never kept a single regulation in regard to pay. In fact, he had broken every regulation, and by his gross negligence has cost the country £350."

"There has been a previous deficiency of £200, which that officer had repaid. He came here to give evidence, and isn't another scandal. The subordinate civilian clerk Denman has to stand his trial, but the officer is free. Why is it that Denman is the only man in the dock?"

The Chairman (Mr. W. T. Robertson) said that after the Public Prosecutor had heard the evidence he might find that further proceedings would have to be taken against others interested in the case.

The representative of the Public Prosecutor said he would convey that to the Public Prosecutor.

## FIEUZAL GLASSES.

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees—the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades; and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare. Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by The Hongkong Optical Co., Successors to Clark & Co., Manufacturing & Refracting Opticians, 53, Queen's Road Central.

## THEATRE ROYAL

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## H. B. WARING CO.

TO-NIGHT

at 9.15 p.m.

## "THE MERCHANT OF VENICE."

Thursday 21....."A BUTTERFLY ON THE WHEEL"  
Friday 22....."A MARRIAGE OF CONVENIENCE"  
Saturday 23....."THE SPECKLED BAND"  
Monday 24....."SHE STOOPS TO CONQUER"  
Tuesday 25....."THE CHOICE"  
Wednesday 26....."ROMEO AND JULIET"  
Special Matinee on Saturday 23rd April at 5 p.m.  
"THE MERCHANT OF VENICE."  
Prices: \$4, \$2, \$1. Booking at MOUTRIE'S.

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## AND GARGOYLE MOBILOLS.

Tyres and Accessories at reasonable prices.

All of the above could be obtained at either of the following branches:

EXILE GARAGE 33 & 35 Des Voeux Road  
HONGKONG MOTOR CO. 141 Praya East  
KOWLOON GARAGE Corner of Salisbury and Canton Roads.

Cars Garaged and repaired both in Hongkong and Kowloon under direct supervision of trained European Motor Engineers.

Excellent Livery Service both HONGKONG and KOWLOON at reasonable rates.

## "SUBSTITUTE" GOLD.

## How Trade is Thriving in Germany.

In pre-war days Dusseldorf was very proud of its factories specialising in the refinement and amalgamation of precious metals, the manufacture of gold and silver chains and of high-class jewellery, and the production of special metals for scientific and industrial purposes.

But the present high price of raw materials has hit this industry very badly. So, with characteristic German adaptability (says the writer of the *Daily Mail* article on "Germany Shunning Gold"), the Dusseldorf manufacturers turned their attention to "Ersatz," or substitute precious metals.

These "Ersatz" metals represent a remarkable advance on those imitations of gold or silver which only resemble the real metal in appearance. They possess, it is claimed, the actual properties of the metals they imitate. I was shown "Ersatz" gold for dental work which, though it costs but a tenth of the price of real gold, is indistinguishable from the genuine metal in its effect on the mouth.

"Ersatz" gold ribs for fountain-pens, "Ersatz" platinum for telephones, "Ersatz" untarnishable gold, platinum and silver for jewellery, and many other new mixtures, some of which have already been brought to the required pitch of efficiency, others being still the objects of daily experiments in the Dusseldorf laboratories, will before long be put on the market.

Dusseldorf is confident that they will materially contribute to the reduction of the cost of living and prove a most remunerative article of commerce as well.

## REAL WEALTH OF THE COUNTRY STILL THERE.

In Dusseldorf and its neighbourhood, from Duisburg to Elberfeld and right down to Cologne's industrial suburbs Dents and Mulheim, the iron, steel, electrical, and general engineering industry of the English Midlands has very serious competitors. The wholesale prices quoted in the Rhenish industrial region for

## DOG, CAT, POULTRY, PIGEON AND BIRD SHOW, 1921.

By kind permission of the Jockey Club, a Show will be held at the Race Course, Happy Valley, on Saturday, 30th April. There will be classes for all breeds, types, etc. of the above, provided there are sufficient entries.

A Special Prize will be given for the best 12 Eggs.

Entrance fees for Dogs \$2.00, Cats \$1.00. Poultry and Pigeons 30 cents per pen. Cage birds, canaries, parrots etc. 30 cents each or avaries \$1.00. Exhibitors of pigeons and cage birds must find their own cages.

Entrance forms for the Show can be had from the undersigned and must be sent in, together with the fee, not later than SATURDAY, 23rd April.

Intending exhibitors are requested to send in their entries as soon as possible in order to allow sufficient time to make up classes and arrange for the necessary accommodation.

B. L. FROST,  
Hon. Secretary,  
c/o Eastern Extension Telegraph Co.

what are practically the same products as those of the English Midlands put any effective competition by British manufacturers out of the question.

Wages, which have risen to three or four times the pre-war standard, seem to have reached the high-water mark.

Not only have they not gone up during the past few months, but in one or two factories there has been a reduction in some special branches.

It is in cities, like Dusseldorf, natty and bright and prosperous, that one gets a real idea of the untouched wealth of Germany. The artificially inflated paper money circulation may foreshadow Germany's bankruptcy in theory; the distressed beggars, so many of them in uniform, and the relief work may give the foreign visitor the impression that Germany is hungry; the naturally shrunken commerce and the idle ports may seem to tell a tale of ruined trade. But behind it all the real (but at present not apparent) wealth of the country is still there.

## NEW ADVERTISEMENTS.

## NOTICE.

During the temporary absence of Mr. P. H. Holyoak from the Colony, Mr. W. G. Saunders will be in charge of our business.

REISS &amp; CO.,

(Reiss Bros. Ltd.)

## HONGKONG CRICKET CLUB.

## TENNIS TOURNAMENT.

Subject to weather conditions, the following dates have been fixed:—

Final Open Championship Doubles, Saturday, 23rd April.  
Final Open Championship Singles, Monday, 25th April.  
Challenge Round Championship Doubles, Wednesday, 27th April.

Reserved Seats may now be booked at the Pavilion, by Members, Subscribers and those holding "privilege tickets," except between the hours of 4.15 and 6.30 p.m.

The lists will remain open at the Pavilion until Thursday evening, 21st April, after which date they will be transferred to Messrs. Moutrie & Co. Seats, Price \$1 each.  
Note:—Ticket holders are requested to consult the back of tickets as to position of their seats.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer

## "DEMODOCUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 20th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 26th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th May, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 20th April, 1921.

## NOTICE.

It is notified for information that a case of rabies has occurred within the Eastern District of the City of Victoria.

All dog owners are advised to exercise strict supervision over their dogs, and to keep them on leash in public places.

The Police have orders to enforce strictly the provisions of Section 16 of the Summary Offences Ordinance, viz:

16.—(1) It shall be lawful for any police constable to destroy any dog or other animal reasonably suspected to be in a rabid state, or which has been bitten by any dog or animal reasonably suspected to be in a rabid state.

(2) The owner of any such dog or animal who permits the same to go at large, after having information or reasonable ground for believing it to be in a rabid state, or to have been bitten by a dog or other animal in a rabid state shall be liable to a fine not exceeding two hundred and fifty dollars or to imprisonment for any term not exceeding three months.

(3) It shall be lawful for any police constable to destroy any dog which is found straying or wandering about during the day-time without any owner and not wearing either a collar with the name and residence of the owner inscribed thereon or a current licence badge; and any such constable is hereby further authorised to destroy any dog which is found straying or wandering about between the hours of 10 p.m. and 5 a.m.

T. H. KING,  
Actg. Captain Superintendent of Police.  
Hongkong, 16th April, 1921.

## WANTED.

WANTED.—A small house or apartment on the Peak for the summer. Reply to O. E. Pomeroy Canton Christian College, Canton.

WANTED.—Experienced Chinese clerk for bookkeeping department of large commercial firm. Apply stating salary required, to Box No. 546 c/o "Hongkong Telegraph."

## TO BE LET.

TO LET.—No. 13 Chater Road, immediate possession. Apply to Union Trading Co., Ltd., Prince's Buildings

TO LET.—Flats in Tavri Building, Nathan Road, Kowloon. Apply to J. P. Vassini, 38 Wyndham Street, 1st Floor.

TO LET.—From 1st May, 2 office rooms in central location. Furnished if desired. Apply Box 547 c/o "Hongkong Telegraph."

FOR SALE.—One Indian motor-cycle, type 1919. Has done 2,500 miles. Apply Box 544 c/o "Hongkong Telegraph."

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 23rd. April, 1921.

commencing at 11 a.m.

at No. 26 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon

187 coils Steel Hoops

Terms: Cash on delivery.

LAMBERT BROS., Auctioneers.

## HONGKONG JOCKEY CLUB.

The Second Gymkhana is fixed for Saturday, May 7th, 1921. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club, and Causeway Bay Stables. Entries close Wednesday, 27th April, 1921.

## NOTICE.

Wm. POWELL LTD.

NOTICE is hereby given that the Twentieth Ordinary General Meeting of Shareholders in the above Company will be held at the Company's Offices on Tuesday April 26th at 12 o'clock noon for the purpose of receiving the Report of the Directors and Statement of accounts to the 23rd February 1921.

The Transfer Books of the Company will be closed from the 19th April to 26th 1921, both days inclusive.

By Order of the Board of Directors,  
H. O. HOLT,  
Secretary.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

## URGENT NOTICE.

A General Meeting of Members will be held in the Old Chamber of Commerce Room, City Hall, on Thursday, 22nd inst., for the purpose of ascertaining the views of the General body of Members as regards the proposed Stamp Ordinance 1921.

This meeting will be held immediately after the meeting called for the purpose of nominating a Representative of the Chamber for the Legislative Council.

By Order,  
E. A. M. WILLIAMS,  
Secretary.  
Hongkong, 18th April, 1921.

## NOTICE.

CHINA COAST OFFICERS' GUILD & MARINE ENGINEERS' GUILD OF CHINA.

Members of both Guilds are requested to attend a Combined MEETING at the Guilds' Common Ballroom, Home, on THURSDAY, 21st April at 2.00 p.m. sharp. Business.

Urgent and Important.  
For C.C.O. & M.E.G.C.  
W. J. STOKES,  
Branch Secretary, M.E.G.C.



## NOTICE.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES.

## LONDON SERVICE

(Direct)

"ELPENOR"	25th Apr.	London, Rotterdam & Hamburg
"PYRRHUS"	3rd May	London, Amsterdam & Antwerp
"DEMODOCUS"	22nd May	London, Amsterdam & Antwerp
"AGAPENOR"	31st May	London, Amsterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

"AJAX"	19th Apr.	Genoa, M'Isles, L'pool & G'gow
"ANTIOCHUS"	7th May	Genoa, M'Isles, L'pool & G'gow
"TYDEUS"	17th May	Havre, Liverpool & Glasgow
"EURYADES"	14th June	Genoa, M'Isles, L'pool & G'gow

## PACIFIC SERVICE

(via Kobe and Yokohama)

"PROTESILAUS"	4th May	Victoria, Seattle & Vancouver
"TEUCER"	25th May	
"TALITHYBIUS"	15th June	

## NEW YORK SERVICE

(via Suez or Panama)

"KNIGHT COMPANION"	13th May.	via Suez
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## HOMEWARD PASSENGER SERVICE

"IDOMENEUS"	18th April	for London
"PYRRHUS"	3rd May	for London
"ANCHISES"	21st June	for London
"TEIRESIAS"	7th July	for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE  
AGENTS.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

The Steamship

"PERSIA"

From TRIESTE, VENICE,  
ADEN, PENANG &  
SINGAPORE.

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 14th April.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 29th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO. LTD.,  
Agents.

## NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"MELVILLE DOLLAR"

having arrived from New York via Vancouver, B.C. and ports, on April 16th, 1921, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd. and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Tuesday April 19th, 1921 when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized. No claims will be admitted after the goods have left the Godowns.

All cargo remaining after April 23rd, 1921 will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.,  
Agent.

Hongkong, 16th April, 1921.

W. S. BAILEY  
& CO., LTD.,ENGINEERS & SHIP-  
BUILDERS, HOK UN  
KOWLOON.HARBOUR REPAIRS  
Call Flag "L."

Sole Agents for  
"KELVIN MOTORS."  
Motors from 12 B.H.P. to  
50 B.H.P. now in stock  
also spare parts.

Works	...	Tel. K.21.
Manager	...	" K.633.
Secretary	...	" K.369.
Harbour Engineers	...	" K.604 & K.622.

Telegrams "SEYBOURNE."

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

The Company's Steamship

"SHINYO MARU."

From SAN FRANCISCO, via  
HONOLULU, JAPAN PORTS  
& MANILA.

The above named Steamer having arrived on Monday, the 18th April, 1921, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Wednesday the 25th April 1921.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Tuesday the 26th April, 1921, at 11 a.m. No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,  
Manager.

Hongkong, 18th April, 1921.

## NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN  
LINE.

From NEW YORK.

The Steamship  
"KASENGA"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after April 26th will be subject to rent.

All claims against the steamer must be presented to the under-signed on or before 2nd May 1921 or they will not be recognized.

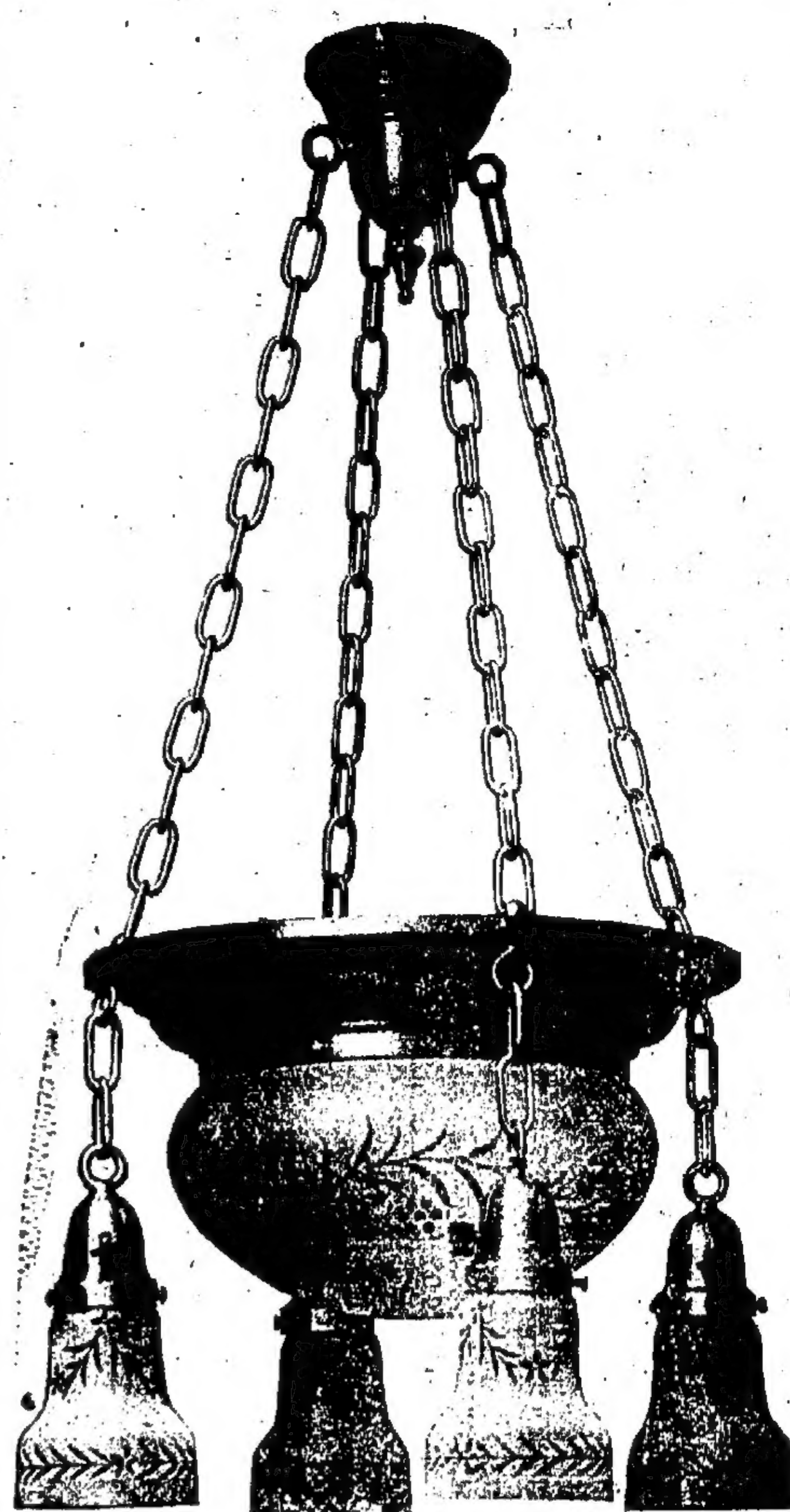
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.  
General Agents.

Hongkong, 18th April, 1920.



## CHEAP SALE

OF

UP-TO-DATE AND ARTISTIC

LIGHTING FIXTURES.

COME EARLY

SO AS NOT TO BE

DISAPPOINTED.

UNION ENGINEERING

CO., LTD.

13, CHATER ROAD.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"MULPUA"

having arrived from New York via ports, on 19th inst. Consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hon Shan Godown Co., 16 & 17 Kennedy Town, Praya, Hongkong, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 22nd inst. by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognized.

No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 25th inst. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC S. S. CO.,

United States Shipping Board,  
Emergency Fleet Corporation.BARBER STEAMSHIP  
LINES INC.

Managing Agents.

The Admiral Line.

5th Floor Hotel Mansions.

Hongkong, 18th April, 1921.

## JAMES STEER.

9, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL  
INSTRUMENTS REPAIRED UNDER MY  
PERSONAL SUPERVISION.

TEL. 2877

TEL. 2877.

## NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From YOKOHAMA, via OSAKA

DAIREN &amp; SHANGHAI,

THE Company's Steamship

"BURMA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 25th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday.

All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,  
Y. YASUDA,  
Manager.

Hongkong, 19th April, 1921.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS,  
LIMITED.From UNITED KINGDOM,  
COLOMBO & STRAITS.

The Steamship

"GLENIFFER"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th April, 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 27th April, 1921, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON  
& CO., LTD.,  
Agents.

Hongkong, 20th April, 1921.

FRECKLES AND HIS FRIENDS

It Looked That Way to Tagalong

[ BY BLOSSER.





## MOSCATINE

(REGISTERED)

The original

## INSECT REPELLER

A few drops sprinkled on the hands, feet, nape of neck or about the room give absolute protection against MOSQUITOES, SANDFLIES

and other insects. Will not stain or injure the most delicate skin.

50cts. 85cts. \$2.00 per bottle.

PREPARED ONLY BY

A.S. WATSON &amp; CO., LTD.

THE HONGKONG DISPENSARY.

Telephone No. 16.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 20, 1921.

## THE QUESTION OF YAP.

For several months intermittent announcements have appeared concerning the little island of Yap. Probably not many people had heard of it before the war, and would not have heard of it since but for the fact of its being a cable station. Yap is a little island by itself situate in the Pacific to the north of New Guinea, and is on the line of the cable that runs from San Francisco to Guam (where the United States Navy has a coaling station), and thence to the Dutch East Indies. The trouble arises over the cables formerly owned by Germany. At the Peace Conference, Japan was given a mandate over all of the ex-German islands north of the Equator, which include Yap. The grievance of the United States is that this mandate places Japan astride the cable, enabling the latter to censor all messages between the United States and the Dutch East Indies. As American and Japanese interests are in rivalry in that part of the globe, Washington feels that Japan derives an excessive advantage. The feeling is increased by strategic considerations, especially as Yap is comparatively near to the Philippines. At the Peace Conference, President Wilson appears to have made reservations concerning the little island. The Japanese contention is that it is not sufficient merely to establish the fact that America made reservations—it must be shown that the Supreme Council accepted that attitude. It has been asserted on behalf of America that a "gentleman's agreement" had been arranged respecting Yap by which America would have equal rights with Japan, but there is no such provision in the mandate.

The question, with others of like nature, has been engaging the attention of the International Communications Conference. In the autumn representatives of the "big five" gathered at Washington. The American claim was that there should be international control at Yap. France supported Japan, while Britain's attitude was understood to be open or inclining to the American side. After lengthy discussions the parties were unable to arrive at a conclusion, and the conference was postponed in order that the delegates might obtain further instructions. In March the conference resumed, and France is apparently now disposed, in some degree at any rate, to adopt the American viewpoint. Japan eventually offered some concession respecting supervision of the cable plant. There the matter appears to rest.

A curious thing is that the claimants do not seem to know what occurred at the Peace Conference. There is a question as to President Wilson's reservations at the Conference, and also as to what was the decision of the Supreme Council. Japan contends that if the Council decided against her, it was "an act of absolutely bad faith," because, it is stated, Japan was not represented on the occasion. Surely these are matters of official record. It is an extraordinary state of things that nobody is sure of what happened when the world was re-mapped. As to the censoring of messages, the United States would only be in the same position as she was when Germany had control of the cable, though Washington's reply would probably be that even pre-war Germany was not such a formidable competitor in the Far East as Japan. Regarding fortifications, it has lately been reported that, contrary to Japanese declarations, Dai Nippon has started to fortify some of her new Pacific possessions. Only a few days ago, however, Tokyo issued an announcement stating that rumours of strategic preparations at Yap "are groundless," and pointing out that Yap is only a third of the size of Guam, ceded to America by Spain in 1898. The point of surpassing importance, however, is the position of a Power, in this case a very great Power, which has not ratified the Peace Treaty and is not a member of the League of Nations. America's attitude appears to be that she reserves her rights. The complications arising from her withdrawal from the councils of the Powers have been exemplified in the case of Mesopotamia. If the mandate for Yap is at variance with the decision of the Powers, the protest of the United States is comprehensible, though how such a mistake comes about is rather perplexing. If the contention of the United States is that she is entitled to dispute the award of mandates, while abstaining from the discussion of them, it is difficult to see how finality can be reached.

## NOTES &amp; COMMENTS.

## China's Finances.

Just how deeply China's finances are involved at the present time can be gauged from the facts just made public by the Peking Ministry of Finance. These reveal that the Chinese Government was faced a little while back with the immediate payment of \$13,100,000 for the repayment of principal and interest on different loans, more than \$9,700,000 to troops and \$4,500,000 for political expenses out of the revenue from five newly-contracted loans to an amount of \$24,200,000 and the revenue derived from national taxes handed in from various provinces to an amount of more than \$4,000,000. There can be little wonder therefore that not only foreign representatives but many Chinese themselves are urging the Central Government to put their house in something resembling financial order. Recently, a petition was presented to the Government by the National Federation of Chinese Banking Corporations urging that the best solution of the present financial trouble was that a definite measure should be taken as soon as possible for the disbandment of troops of the different provinces, that domestic loans should be readjusted, and that the currency system of the country should be consolidated. All these things have been urged before, but if China's leading financial and commercial men take a strong hand in the game, there is more cause for hope than there hitherto has been. China owes it to herself to get her own financial muddle straightened out. That is a necessary preliminary to many much-needed reforms.

## Contradictions.

Mr. Justice Wang, who is described as the head of the Supreme Court of China, has been talking in Vancouver on the question of the international situation facing his country. In the course of his talk he stated that China has three enemies, but that Japan is not one of them. When we read that, we prepared ourselves for the naming of other possible adversaries, but Mr. Wang's remarks did not run on these lines. The first enemy was said to be a specified Article of the League of Nations Covenant, and the other two were the Anglo-Japanese Alliance and the Lansing-Ishii Notes. The first of these two latter, said Mr. Wang, would lead to war in which China would be engaged, whilst the other established what he regarded as a pernicious doctrine. What strikes us about his views is that although Mr. Wang goes out of his way to say that Japan is not an enemy of China, yet she is directly associated with all the three alleged enemies. That must be so from the fact that Japan is a part to the League Covenant and also to the Alliance with Britain and the ideas contained in the Lansing-Ishii Notes. So Mr. Wang's opinions, strictly construed, can mean nothing else than that Japan is a decided enemy of China. That is the logical conclusion of his observations. Such faulty reasoning on the part of a Judge is a trifle astounding.

## "Tickle Mary."

Next Sunday, when the Census is to be taken in Hongkong, we shall all be trotting out our full Christian names and surnames, together with other details which the law requires us to supply. There's nothing very confusing in the schedule which we shall be required to fill up, though the ladies will for once have to make a bold effort to tell the truth regarding their age. The Christian name, we see, is to be given first; then the surname. In sending out voting lists at Home, the reverse is the case, and in this connection an amusing instance was cited in the newspapers the other day, when a Unionist Agent stated to the revision court that, as a consequence of this practice, one lady had received her notice inscribed: "Tickle, Mary." Awkward, wasn't it? But it couldn't very well be avoided in the circumstances. We shall be spared that sort of thing in the taking of the Hongkong Census.

## CLOSING OF THE R.N.C., OSBORNE.

Arrangements are being made to vacate the Royal Naval College, Osborne, which has come to an end as a naval cadets' training establishment, the remaining 125 cadets being transferred to Dartmouth. The future use of Osborne College buildings remains undecided.

## DAY BY DAY.

THE PUBLIC PLEASURES OF FAR THE GREATER PART OF MANKIND ARE COUNTERFEIT.—Johnson.

Last evening in the Handicap Singles of the H.K.C.C. tennis tournament, J. B. Penman beat L. Forster by 6-3, 6-4.

A Chinese, who arrived here by the Golden State, was this morning fined \$50 for being in possession of 401 rounds of ammunition.

Two men are being held by the Police for stabbing and wounding a Chinese in a gambling dispute at Third Street yesterday morning.

Amongst the passengers who left by the s.s. Venezuela to-day were Lady Chater, Hon. Mr. P.H. and Mrs. Holyoak, Mr. F. Graham, Mr. and Mrs. W. R. Hatt, Mrs. R. C. Morton, and Mr. E. T. Singer.

Mr. and Mrs. C.L. Sandes arrived this morning by the Devanha. Mr. Sandes takes over charge again of the Mercantile Bank of India, relieving Mr. N.C. Wilson, who is going away shortly.

Yesterday's health return shows two fatal cases of small-pox, two non-fatal occurrences of cerebro spinal fever and one non-fatal case each of enteric and paratyphoid fever. All were Chinese.

Wong Sam, a Chinese woman, living at No. 11, Cochrane Street, has reported to the Police the theft of \$100 and \$185 worth of jewellery from her house. An amah, who has since absconded, is suspected.

On the arrival of the Shinyo Maru a Chinese passenger reported to the Police the loss of a canvas bag containing 1,566 American gold dollars which, he believes, were stolen from his trousers pocket during the voyage.

Two coolies, charged with broaching cargo, were this morning convicted at the Police Court. One man, who stole a quantity of handkerchiefs from the Agapenor, was given six months and four hours' stocks. The other prisoner received four months and a similar period in stocks for stealing two rolls of silk from the Melville Dollar.

The driver of ricksha No. 367 and a passenger who was in the vehicle when it overturned in going down an incline at Pokfulam Road, were yesterday removed to the Government Civil Hospital. The accident is said to have been caused by an attempt on the part of the fare to jump out when the speed of the ricksha became more than ordinary.

Mr. Frank Graham, manager of the Hongkong Electric Co., Ltd., left for Home on retirement to-day, carrying with him the good wishes of a very large circle of friends. He joined the Company in 1905, and was appointed manager five years later. During his residence in the Colony, Mr. Graham has been very prominently identified with Freemasonry.

## CANTON AFFAIRS.

## The President's Inauguration.

Another extraordinary meeting of Parliament was held on the 19th instant, when it was decided to insist on the inauguration of Dr. Sun as President at an early date. It was further resolved that those who opposed the decisions reached by Parliament should be considered rebels and punished according to law. It is stated that Dr. Sun has decided that May 1st (Labour Day) shall be the date for his inauguration.

Dr. Sun has ordered the Navy, Military and Police Departments to furnish him with a list of all officials, from the lowest to the highest, in order that he may invite them to a grand entertainment.

A report from Wuchow states that Chan Ping-kwan, the Defence Commissioner of Kwangsi, has ordered mobilisation with a view to an attack on Kwangtung. He declares that the Presidential election in Canton has ruined all chances of unity. Chan Kiang-ming, after a military meeting, has ordered defensive precautions to be taken along the frontier.

## AVIATION NOTES.

## (By "Meteorite.")

The first link in the chain which will bring the Far East into aeroplane communication with England will shortly be forged, according to information received from the United States. The Air Ministry of Great Britain has secured, on the England-Egypt Commercial route, a site at Malta for a new aerodrome, and steps have been taken to ensure wireless communications along the line between England, Malta, Egypt, Mesopotamia and India. Arrangements have been made whereby the maintenance of the aerodromes on the Cairo-Cape Town route will be borne by local governments, thus relieving the British Government of financial responsibility of these matters in future.

In studying the necessary development of safety devices in the construction of airplanes for the last six years, it is conceded that the one detail of greatest importance has been neglected; namely, a simple yet sure method for preventing fires in aircraft. The material used as well as the construction of the planes has been such as to aid inflammability, and when a fire started it was certain to spread over the entire wing and tail surfaces, burning away all support and leaving the aviator no chance of saving himself. Recently there has been introduced a method which promises to prove itself thoroughly practical and reliable for the prevention of fire in aircraft, both in planes and in dirigibles. Experiments to this end have been in operation for five years and it is gratifying to know that at last this problem is nearing its solution.

According to "Aviation" for November 29, 1920, the Phoenix Fireproofing dopes are at this time receiving recognition as a success. Some favourable mention is made of the fact that while these dopes have a celluloid base, the active materials which make the fireproofing composition are dissolved in a solution and are not a fire resisting pigment which settles. This quality not only obviates weight but also makes it possible to use the solution from the top as well as from the bottom of the container with equally good effect. That these dopes may retain their non-inflammable properties to best and most certain effect, they must be applied to new and undeveloped material. The plan which has given best results is to saturate new and undeveloped fabric with the fireproofing solution and after letting this dry thoroughly then apply three to six coats of dope. A vast majority of the accidents in the air which have resulted in death have been caused by burning planes. Even the all-metal planes whose construction promised protection against this menace have failed, and have sometimes seemed to prove a death trap for the flier. If applied fireproofing can be made a success, one of the hazards of flying will be removed, and airplanes and airships of every type will be brought into more general use.

While last year the estimates under aviation were, approximately, \$11,500,000, M. Flandin is asking for 1921 over \$16,000,000. It is M. Flandin's ambition, according to "Aerial Age" of Jan. 24, to see France in three years' time at the head of the whole world in aerial transportation; developing lines all over the country and linking up with other nations in fast freight and passenger services. Big grants are to be made to private enterprise in the coming year. Thus subsidies will be given to existing lines between Paris and London, Brussels, Toulouse and Monaco, with extensions to Amsterdam, Strasbourg and Warsaw. Large hangars are to be constructed at Marseilles, Algiers, Casablanca and Tunis, so that a service of lighter-than-air dirigibles between France and North Africa may be put into regular operation. Regular seaplane services between Antibes, Marseilles, Perpignan, and Tunis, Algiers, Oran and Agadir are to be established. It is also proposed to spend a considerable amount of money in developing Constantinople as an Air port.

## WFE FREE CANDIDATE FOR W. EDINBURGH.

Mr. Vivian Phillips, private secretary to Mr. Asquith, has been adopted as prospective Independent Liberal candidate for West Edinburgh.

## TO-DAY'S MISCELLANY.

There is a pretty touch of sentiment associated with the migration of Miss Ellen Terry from her old Georgian house in Chelsea to a flat in St. Martins-lane, which was decorated for the great actress as a birthday gift. For in the evening of her days she takes her rest within easy hail of the scene of her greatest triumphs, the old Lyceum Theatre, and, as she opens her window to the life and colour of London, she looks out upon the statue put up by an admiring throng to the great actor with whom so many of her greatest successes were achieved—Sir Henry Irving.

Bishop Hodgson, whose death at the age of 65 is announced, had the rare distinction of changing the name of an historic town. When he was translated to the new See in March 1914, Bury St. Edmunds assumed ecclesiastically its more comprehensible form of St. Edmundsbury. That the practice of putting the place before the saint, as in Chalfont, Holmby, &c., was not universal is shown by the Crays, in Kent, which follow the saint's name. The full title of the See is St. Edmundsbury and Ipswich, but the former place was chosen for cathedral honours. St. James's Church being selected to bear the new dignity.

Lord Milner's abandonment of bachelorhood strikes another blow at the conception of the "strong man of Empire" as neglectful of the domesticities, though it is true that Lord Milner waited until he had given up office before he married, remarks a writer in a Home journal. But, on the whole, the bachelor as a great pillar of the State is no longer of much account. Mr. Balfour remains, of course; but Mr. Balfour is not amenable to any ordinary laws, and domesticity is becoming almost essential to Prime Ministers with the increase of press photography. The thing goes

back a little farther, for Mr. Gladstone's grandchild, Lord provided much pretty domestic talk in an age now almost forgotten. Lady Bonham-Carter by her clever speeches and Miss Megan Lloyd George by her daily appearance "in the photographs" are no doubt invaluable to their respective parents, and it is doubtful whether we shall ever again have another case like that of Lord Kitchener, no small part of whose legendary (as distinct from his real) fame depended on his supposed immunity from the assault of the other sex.

Princess Mary, who, we are told, is so fond of pet rabbits that she is about to set up a rabbitary at Sandringham, is not the only celebrity whose taste in pets has inclined in this direction. Wordsworth, according to G.W.E. Russell, was responsible for a whole menagerie of pets, included among which was a white doe. The same author assures us that "while gentle Cowper" had his disgusting hares, "while he (Russell) himself confesses that in his youth he had 'trafficked in squirrels and guinea-pigs,' and 'had invested my all in an Angora rabbit.'" Our own Royal Family's taste in pets seems to have been more or less homely, as, for instance, the example of Queen Victoria and "Noble," her collie dog. But Louis Napoleon, when he lived in Carlton Gardens, set great store on a tame eagle compared with which the little pig, said to be a pet of Sir Walter Scott, appears ludicrous. Of course, it must be remembered that it was the pig, we are told, that had taken a most "sentimental attachment" to Scott so that the novelist suffered rather than encouraged the companionship. There must have been something attractive in Scott, for in addition to the somewhat embarrassing attentions of the little pig which insisted upon following him he also "suffered from the same sort of pertinacity on the part of a hen," which appeared to hold him in very affectionate esteem.

## Between Ourselves

By Robt. MacWhirter.

Let me see, this is Wednesday isn't it? And Ladies' Fashion Page Day. H'm, quite so.

For a man's wife to have clothes doesn't necessarily mean that she's clothed. No, not by a thundering long chalk. A woman might have a couple wardrobe festooned with frocks and yet have nothing to wear. If some of our yon papers with the fashion pictures could only realise how very upsetting they are to a woman and her goodman's peace of mind, they'd run a Poultry Section instead.

"How do you think a dress like that would look on me?" says the wife, pointing to a figure that looked like a cross between three yards of pump water and a sick setter pup.

"Fine, says I, 'if your parents had made ye run to length instead of latitude.' And that's how the row generally starts. The woman's no' living that doesna' think she's got a figure like what ye call-um, and her hubby's pass book at the Bank's got to suffer every now and then as a result of the delusion. If some of our women folks could only visualise themselves before they got the length of setting aside a day for the collection of patterns, the Colony would have less fashionable cross-breeds knocking about its streets. It's no' every woman's good fortune to be slim and genteel looking—rickshas and good nature go a long way to effect the widening process—but you try in the ordinary way and inanimate to leave well alone and to clothe nature according to its proportions and ye run the risk of tears no' to speak of threats of wanting a five diamond ring by way of solace.

So I'm trying another way. Failing individual visualisation, I've come to the conclusion that there's nothing like pictures to point the moral.



The tout-ensemble as seen in the fashion plate.

The horrid sight as seen afterwards in Kowloon.

For fear the Editor should take any credit for the notion, all cheques from grateful husbands should be crossed and made out in my name only.

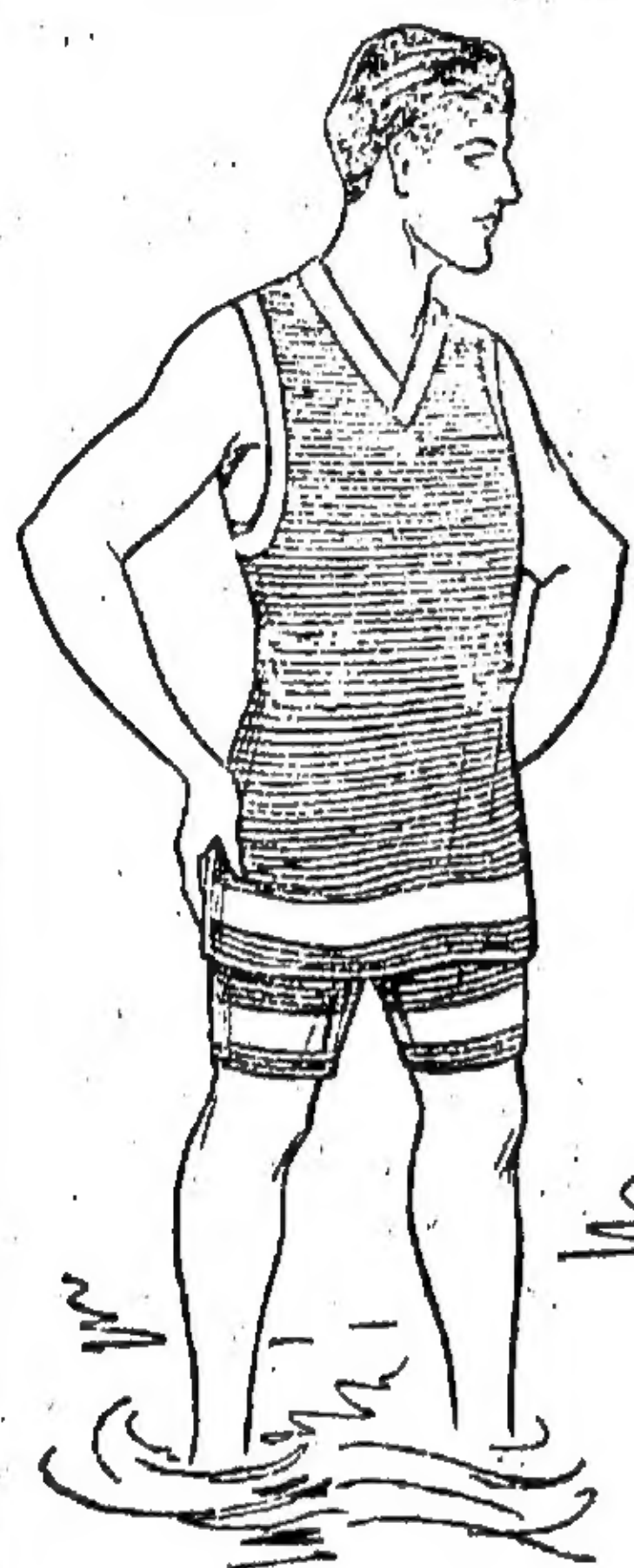


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## THE H. B. WARING COMPANY.

Capital Performance of  
"Mr. Pim Passes By."

The blunderings of that genial old muddler Mr. Carraway Pim are the pivot of Mr. A. A. Milne's three-act comedy, "Mr. Pim Passes By," which kept a large audience excited and amused last night, when the accomplished H. B. Waring Company of London artists presented the piece at the Theatre Royal.

Squire Marden, J.P., and his wife Olivia are living happily together on their comfortable estate in the country, with the squire's ward; and in the opening scene Brian Strange, a youthful artist of Futurist or Cubist propensities, makes love to Dinah, and is accepted. Then comes the question of obtaining the guardian's consent, and the guardian, despite the pleas of his wife, is not disposed to approve of a boy-and-girl marriage on an exiguous income. While Olivia is exercising the arts of persuasion, a development occurs concerning their own marriage that throws the juvenile love-making into the background.

Olivia's first husband was an unscrupulous company-promoter, one Tellworthy, convicted of fraud, whom she believes to have died several years previously in Australia; but a visit from old Mr. Pim, lately returned from that country, throws the squire and his lady into dismay, for Mr. Pim tells them that Tellworthy returned to Europe by the same ship. A council is held, the squire's aunt, Lady Marden, being taken into confidence. Relief comes, however, when the forgetful Mr. Pim relates that just before the end of the journey the returned man swallowed a fish bone with fatal results. Thus when the curtain is rung down for the second time Olivia is in an hysterical state from succeeding emotions.

Although Mr. Pim's disclosure removes a big difficulty, there is still the question of the validity of their marriage, so the squire and Olivia arrange to visit a London registry-office in order to go through the legal formality. This time the dear old blunderer, Mr. Pim, solves the problem by explaining that he had mixed up the names. His fellow-passenger was another man altogether, Tellworthy having been dead all the time. Their own troubles disposed of, it only remains for the squire to bestow his benediction upon the young couple.

Miss Jeanette Sherwin proved herself an artist in depicting the part of Olivia, with its varied phases, her performance being the more creditable because she took the place of Miss Rita Ricardo at short notice. Mr. Chas. Quartermaine well portrayed the merits and faults, the prejudice and generosity, of the squirearchy, while Mr. Christian Morrow was admirable as the senile blunderer. Mr. H. B. Waring was the picture of the young enthusiast in art and love, Miss May Hallatt and Miss Madeline Grande well represented Lady Marden and the maid.

If we have a criticism to offer, it is that "sweet young things" should not be named Dinah. We should have said that such a thing was a contradiction in terms but for the evidence of our eyes, seeing that Miss Edith Smith (who was Dinah while on the stage) looked a picture of youthful charm. Any way, the reflection, if such it be, is upon the author.

To-night lovers of Shakespeare will be provided for with "The Merchant of Venice."

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The Canton General Chamber of Commerce has succeeded in securing for its president a prominent business man in the person of Mr. Chan Lim Pak, one who is well-known in South China not only for his commercial and industrial enterprises but also for his philanthropic activities. Mr. Chan is compradore of the Hongkong and Shanghai Bank at Shanghai; president of the Canton Mining Association; General Manager of the Tea Lee-Mining Co. of Hongkong and Canton; Chief Director of the Chung Kwok Po Lee S. S. Company, Hongkong; President of the Lepack Co., Hongkong and Canton; Director of the Sun Co., Hongkong and Canton; also a Director of the Chen Kwong,

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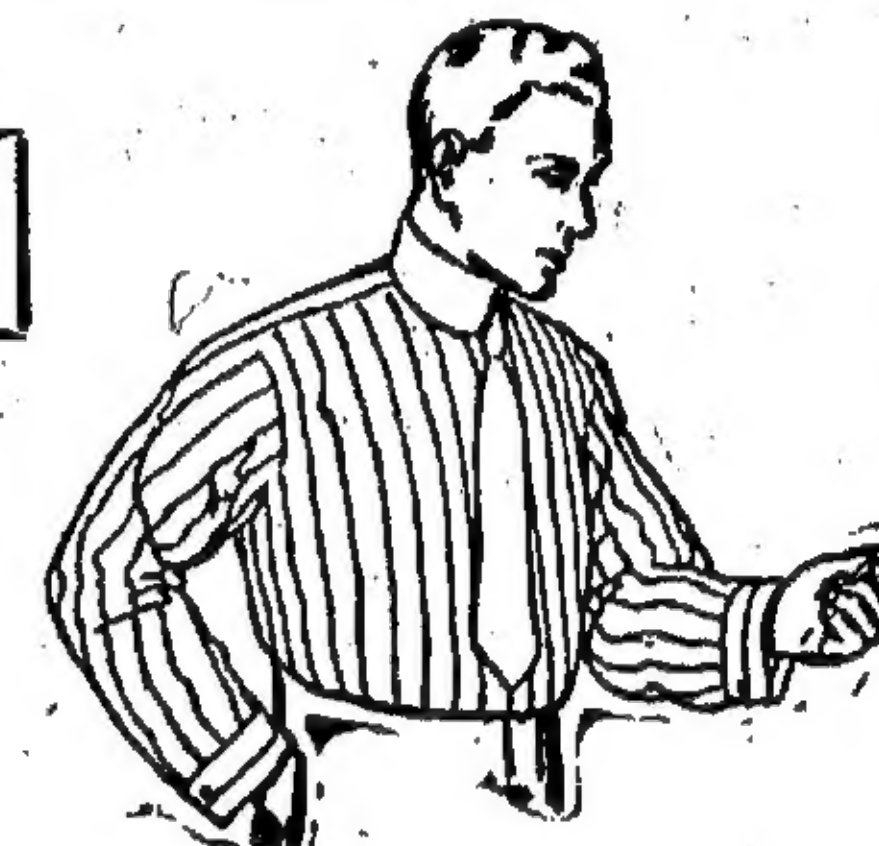
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## THE "GOLDEN STATE".

## A Fine Vessel.

Large numbers of residents yesterday afternoon went aboard the first of the big U.S. Shipping Board passenger liners to come to this port, namely, the s.s. Golden State, which is being operated by the Pacific Mail Steamship Company. The vessel was thrown open to the public from 3 to 6 p.m., the agents very kindly maintaining a service of launches to and from Blake Pier. Everyone who went aboard was thoroughly delighted with the liner, and there was loud praise of her accommodation and general appointments, which combine luxury with convenience. The vessel is 535 feet long overall, 72 feet beam and of 21,000 gross tons. She has accommoda-

tion for 250 first class passengers, whose comfort is studied in every conceivable way. She should be a very popular boat on the Pacific run, and the Pacific Mail s.s. Company must count themselves fortunate in having her to hand.

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# Latest Sporting Modes



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Smart Sport Suit of Dark Blue Tricolette

## MODES OF THE MOMENT.

White flannel skirts, and whole suits of white flannel have been noted this season, but the flannel costumes that show vivid colour contrasts are most smart. For instance, a separate skirt of white flannel with saucer shaped discs of bright green flannel applied in rows to give a knee-deep border, and a sash of the white flannel faced with green flannel, is particularly good looking. Another sport skirt is of green and white checked flannel with narrow bias bandings of the material around the hem and down the front edges. Like so many new sport skirts, this one opens down the centre front. With this green and white checked flannel skirt goes a sport jacket of green flannel, the fronts turned back Tuxedo fashion. Another flannel skirt in red and white check is accompanied by a short jaunty jacket of black velvet which is bound at all edges with white kid and drawn in at the waist with a buckled white kid belt. Flannel and velvet together make a very fetching combination from Fashion's point of view this season.

### VELVET RIDING COATS.

There is a fascinating Little Lord Fauntleroy suggestion in the pictured riding coat of velvet, with broad collar and cuffs of white, the graceful coat falling over riding breeches and trim boots.

Just now these velvet riding coats are the craze, and a very good picture of the conventionally correct costume is pictured: Black velvet coat, breeches of grey mixed chevrot with grey suede saddle-facings, boots of polished black kid, hat of shining black beaver, riding shirt of fine, soft white linen. There are riding suits also of heavy linen crash in dark grey with these tricornes or riding sailors of black straw are preferred.

### SPORT SUITS NATTIER THAN EVER.

Wool tweed and wool heather mixture are preferred for these suits and dark grey and oxford shades are smarter than brown tones this year.

Linen suits on similar lines will be fancied for warm days later on. Mohair is coming to the front again it seems and some of the sport suits have been of cream white or striped mohair in a new weave that manages to be supple and graceful despite the wiry mohair yarn.

A new model is pictured, a sport suit of dark blue silk jersey, with a panel hanging straight down the back from collar to hip. The panel is weighted with a band of grey angora and collar, cuffs and pocket flaps are of grey angora also.

Knitted costumes are quite the fad and one of the illustrations shows a knitted coat and skirt costume. The skirt is comfortably full, but its ribbed weave gives it an effect of narrowness. Skirt and jacket are of grey worsted with angora in grey with a green check over-pattern for trimming. A velvet sport hat in light green, with a black ribbon band harmonizes with this costume. The wool stockings are dark green and are worn with black calf—not tab calf sport shoes. A dainty detail of the costume is the blouse of handkerchief linen and Irish crocheted whose collar and fichu show in the coat-front.

### ANGORA CHECK SPORT CAPES.

You can have nothing smarter this season, in the way of a sport wrap than one of the big capes of checked angora with a wide shawl collar of plain angora. They come in such combinations as tan and peacock, grey and Pekin blue, black and white, brown and tan and so on.

Checked wool capes like the one pictured are equally smart and serviceable.

### KNITTED BATHING SUITS PREFERRED.

The knitted or wool jersey bathing suit bids fair to run the more fanciful taffetas and satin models clear over the horizon.

The best models have skirts almost to the knee—or rather the tunic falls almost to the knee and one can give it a skirt and waist effect by adding a sash, if desired. Some of these jersey suits are quite elaborate, with lacings of white or coloured cord, and with the edge of tunic and sleeve cut out in scallops which are piped with contrasting colour. A very pleasing model is illustrated; a jersey suit in black with yellow and black trimming bands. The cap is of rubberized silk—black with yellow discs. All bathing stockings are rolled down from the knee now, a comfortable and convenient style which makes garters unnecessary.

### SPORT BLOUSES.

The sport blouse is rather plain and is usually finished with a turnover collar like a man's or with one of the little eton collars that demand a flowing silk necktie. With silk sport skirts or tennis skirts flared trimmed blouses of dainty style are noted.

## SCARVES AND RIBBONS

### Their Endless Uses.

Scarves and ribbons are mere trifles, and yet one of those thousand so-called nothings which in the ensemble may make the difference. The season comes with now exquisite versions of these trifles.

There is, for instance, that fluent, expressive will-of-the-wisp of woman's dress, her scarf. In a beguiling new form, it appears transformed into a neck piece that is distractingly lovely. A summer scarf it is, but combined in such a manner that, according to the caprice, the hour, or the weather, it permits one to wrap it close about the throat or negligently or purposefully to drape it about the shoulders.

Thus the accessory becomes at will the neck-piece or tulle, vaporous and diaphanous, the effect of which is always most seductive; or, if you like a scarf of much grace and charm which but a moment before served as a frame to the face, and now lightly falls about the shoulders in becoming mists.

The new ribbon modes have been created with the idea of showing the infinite diversity of the ribbon when designed in the most modern way. The ribbon may, in fact, become not only the accessory, but the important part of the costume. One may so develop the idea that it will be impossible to dress without ribbons; who can tell to what length these tempting accessories may lead us?

Ribbon hats are a possibility, and may be ornamented with feathers, flowers, tulle, or lace. There are, of course, many other uses for ribbon in far too many variations to enumerate; bags and ribbons have an endless affinity; every new design suggests a charming one for each frock; and as for ribbon parasols, they are legion.



Discs and stiff flower motifs in gay splashes of colour are on this many ribbed parasol with a bracelet ferrule end.

## FASHION NOTES.

Almost every housewife has experienced the trouble of a dribbling teapot, with a spout tabcloth as the result. It can, however, be easily prevented. Try putting a touch of butter or margarine on the under side of the spout end, and there will be no dribble. Just a touch with the finger-tip will be sufficient.

To look through a rose-coloured or gold fan at a more cheery world than one might imagine it to be is now possible to My Lady. The newest theatre toy is a beautiful fan of filmy stretched lace, in a gold palm leaf shaped frame, with a gilt handle, and a cluster of scented cottage flowers. It acts as a veil in making the visage seem fairer, and the stage more beautiful to the holder and beholder. Blue lace, by the way, influences effects in the most delightful degree, strangely enough.

## FASHION NOTES.

Carpet embroidery, that is to say, very coarse embroidery, simulating a carpet patterning, is the latest thing for jumpers and wraps. It is done in thick wools, and very closely stitched.

A blouse of heavy silk crepe in Chinese vermilion is trimmed with little white organdie roses sewed on the front. These roses are in high relief and are in line with a tendency to make flowers of padded silk and cotton for trimming many of the new spring frocks.

Yokes figure a great deal in the new spring modes. Skirts are made with them, and so are the majority of capes. Many of the latter have so small a yoke that it is entirely hidden by the collar, but it makes all the difference to the way it sets over the shoulders.



The harlequin sunshade with overlapping stripes in alternating colours and a frilled scalloped edge.

Be sure, in offering tea, to serve it in cups that sit firmly upon their saucers. When a cup disregards the laws of gravitation, and slips about in the saucer, it is likely to ruin somebody's frock, and to humiliate the luckless hostess at whose house such a mishap occurs. Neither should a cup have a fluted, fancy edge. The cup that is quite comfortable is broad both at top and bottom—a dumpy affair, in fact—and sits firmly in its saucer, making accidents almost impossible.

## HANDS THAT TALK.

### A Valuable Asset To Women.

"What am I to do with my hands?" The timid woman of whatever age is always asking of herself as she enters a crowded room.

A vexation to self-conscious and uncouth people, the hand is a chief ornament and means of fascination to the girl who knows its value in attaining a picturesque posture and in performing her small acts of hospitality. The shy girl feels as if she were all hands and wishes she could hide every one of them behind her back. Not for worlds would the girl who has learned how to manage her hands put them out of sight. She has ample use for each and both and for every finger on each, and is exceedingly fastidious as to her disposal of them. Rest your elbows squarely on the table and bring the arm up erect. Let the hand drop lifelessly from the wrist. You have there the orthodox position of the fingers taken by the woman who uses her hands artistically. The forefinger and little finger are up and out, the second and third fingers droop. The fingers are always separated; they do not run out straight, but in curves. This is the foundation position for the fingers. When artists pose women for pictures with their hands in view they suggest this position.

(Continued on next column.)



A jade green silk parasol with quaint painted figures representing Chinese ivories and pottery.

With a graceful hand well managed seemingly trivial movements become acts of beauty. One recalls the charm with which a graceful woman pointed out a chair for one to take a seat or offered a cup of tea or handed one a book or held her umbrella. Or one remembers just how her hands lay passive on the arm of a chair as she said this or that, or how one finger rose as she became excited for an instant.

It is a question which is more attractive, the hand in repose or in animation. As an antidote to the restlessness of the age young girls are urged to cultivate repose in all things as expressing greater distinction. Petty movements certainly are always out of place, while the hands lying idle and immobile lend a certain dignity to the pose of the entire person. But if stiff, the repose becomes awkwardness, boorishness. Simply changing the hands on the lap, crossing them, placing them on the arms of the chair, are easy ways to dispose of them while talking.

Despite the pleasing dignity of reposeful hands there is real pleasure in watching anyone who speaks with her hands as well as with her tongue and eyes. French, Japanese, and Italians gesticulate prettily. There must be a certain quality of spontaneity and unconsciousness about these gestures, and involuntary outburst of feeling into action to render them effective and pleasing. If the gesture is studied one's art must be so masterly as to conceal its artificiality.

It may be comforting to many to know that the hand physically most beautiful is not always the most fascinating. Lovely as are tapering fingers with delicate veins shimmering through transparent tissue there is a racier piquancy that speaks through the hand of character, which may not be a model hand at all. Knobby joints and stubby fingers, though ugly in themselves, when set in motion by an alert, nimble, forceful personality, are more magical to the spectator than the rapid listlessness which proclaims itself in the hand of corresponding character, no matter how perfect physically.

The latest artificial flowers are varnished to an amazing degree of brightness. They are used in conjunction with wire ribbon upon burnished straws to produce an effect of extreme glossiness. It is all very well for fresh young faces, but for lined and middle-aged ones—well—



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YOUR ACCOUNT IS INVITED.

C. H. BENSON,

MANAGER,  
Hongkong.

## LITTLE FOLKS' CORNER.

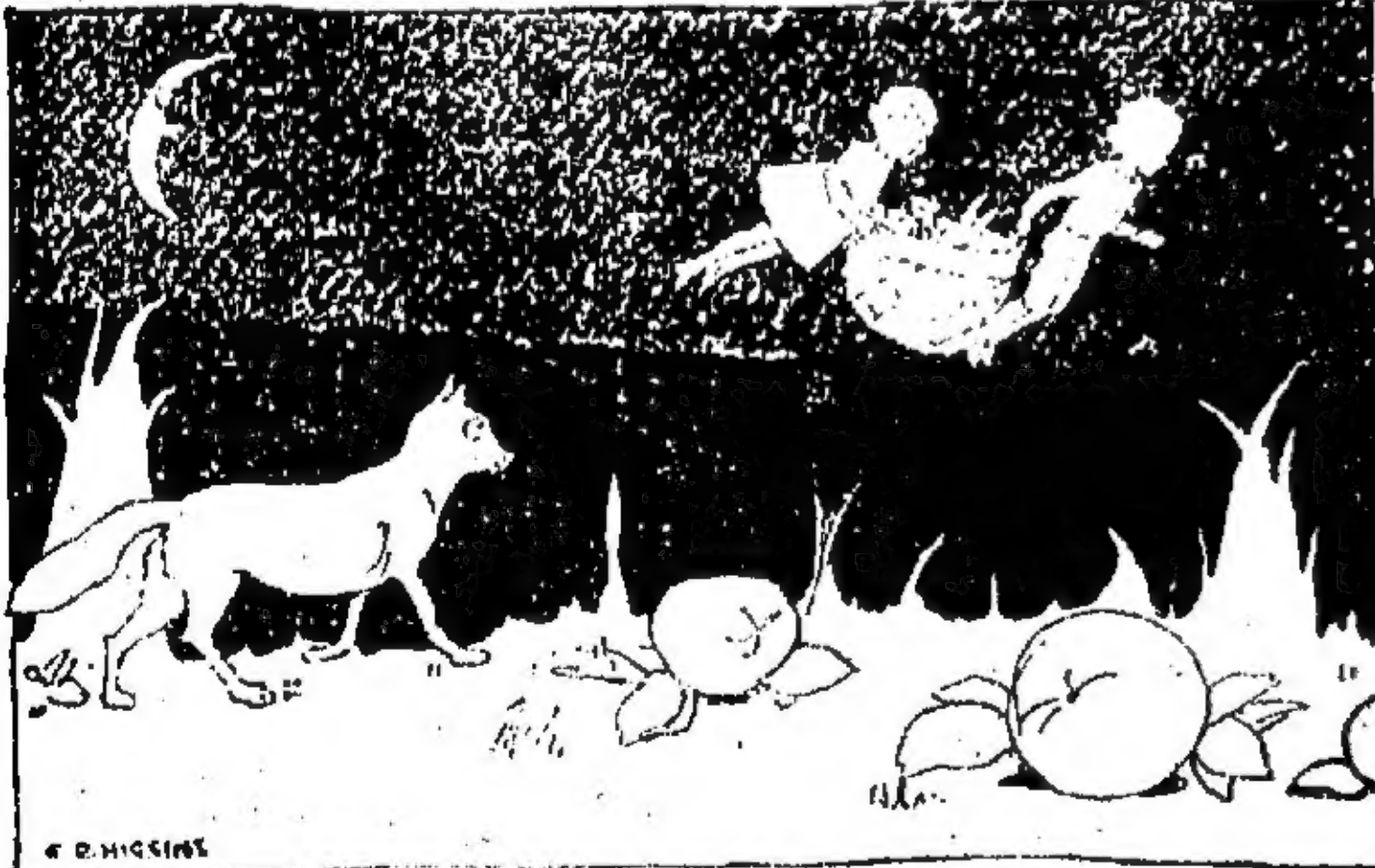
## ADVENTURES OF THE TWINS.

## THE TWINS TO THE RESCUE.

When Fleet Fox jumped out of the scarecrow's clothes, that he had been masquerading in at his own party, and jumped right into the midst of his guests, there was a frightened scurrying in every direction.

Flop Fieldmouse dropped his banner on which were the words "I'm Mr. Elephant!" for he wasn't sure that Fleet would be fooled by the information one bit. Anyway he wasn't going to take a chance and he hurried under the corn shock nearest him. Petey Porcupine and Harry Hedgehog who were pretending to be pin-cushion and chestnut-burr respectfully, I mean respectfully, sat still. They knew that they were safe, for Fleet had learned his lesson once before and now felt his nose tenderly every time he looked in their direction.

Cutie Cotton-tail, who really should have made himself scarce, didn't budge a bit either. Under his little plantain-leaf mask, he



In just a couple of winks, that corn field was empty of every single thing but corn shocks, pumpkins, moonbeams, and Fleet Fox.

imagined he looked just like Mr. Mule because his ears were so long. But Fleet didn't think so at all, and he licked his lips. "Gerrrr!" he growled, looking at Cutie awfully hard, and from him to Cobby Coon, and from Cobby to Chip Chipmunk.

Not one of these little Meadow Grove pupils had budged. I think, like Mr. Ostrich, they imagined Fleet couldn't see them when their faces were covered.

Now Nancy and Nick had gone to the party as "Babes In The Woods," you know, and they had a great big basket. They saw the danger their little friends were in, and with their Magical Green Shoes to blink them around, they picked up every little animal in sight and dropped them in. And then they wished themselves out of that.

In just a couple of winks, that corn-field was empty of every single thing but corn shocks, pumpkins, moonbeams, and Fleet Fox. And Fleet was howling with disappointed hunger.

(To be continued to-morrow.)

## PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day:

Vessel	Agents	From	Mooring
Golden State	Pacific Mail	Manila	A 1.
Kum Sang	J. M. & Co.	Singapore	K. Wharf.
Hara Maru	Y. M. & Co.	Chinwangshan	C 33.
Chengtu	J. M. & Co.	Singapore	C 43.
Chingping	J. M. & Co.	Tientsin	C 37.
Chinhuu	B. & S.	Bangkok	C 35.
Lake Girona	Pacific Mail	Tourane	C 46.

## Clearances.

Vessel	Agents	Where Bound	Departure.
Habotie	A. P. Co.	Miri	18th April.
Lutong	A. P. Co.	Miri	18th
Chili	Wo Hing	Saigon	18th
Haiching	Wo Hing	Saigon	18th
Taito Maru	Douglas	Swatow	18th
Yunnan	J. C. L.	Chinwangshan	18th
Lokong	B. & S.	Nanchang	20th
Kashima Maru	J. M. & Co.	Haihow	20th
Kwai Wah	N. Y. K.	Shanghai	20th
Wanglee	N. Y. K.	Tourane	20th
Hsin Pingan	C. M. S. N.	Shanghai	20th
Easterling	F. Tai Chung	Saigon	20th
	Admiral	Dairen	20th

## Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Yunnan	B. & S.	Neuchang	20th April
Hali	J. C. L.	San Francisco	20th
Torilla	P. & O.	Bruges	20th
Pilipinas	J. C. L.	Java	20th
Kashima M.	N. Y. K.	Seattle	20th
Kumgang	J. M. & Co.	Kobe	21st
Tsukak	J. C. L.	Java	21st
Nile	C. M. Co.	San Francisco	21st
Samung	B. & S.	Shanghai	21st
Kanawa	P. & O.	Japan	21st
Hwai Ping	C. A. M. S.	Australia	22nd
Trioste	D. & Co.	Brindley	22nd
Chenacoumshie	J. M. & Co.	London	22nd
Yuenang	J. M. & Co.	London	22nd
Hailong	D. L. Co.	Foochow	22nd
Wuhu	B. & S.	Shanghai	22nd
Kaifong	B. & S.	Haihow	23rd
Kwaikang	J. M. Co.	Calcutta	23rd
Chingping	J. M. Co.	Tientsin	23rd
Wakoo M.	N. Y. K.	Singapore	23rd
Kaifang	B. & S.	Tientsin	24th
Huangang	J. M. Co.	Shanghai	24th
Taming	B. & S.	Hailo	25th
City of Dunbar	Bank Line	New York	25th
West Java	S. & D.	Los Angeles & France	25th
Samarang M.	Nanyo Y. K.	Japan	25th
Hsinping	B. & S.	London	25th
Ava M.	N. Y. K.	Japan	25th

## Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Demodocus	B. & S.	Port Said	20th April
Wakoo M.	N. Y. K.	Kobe	22nd
Benader	Gibb, L. & Co.	Europe	23rd
Ava M.	N. Y. K.	Singapore	24th
Malacca M.	N. Y. K.	Calcutta	26th
Indra Maru	N. Y. K.	Kobe	26th
Hector	B. & S.	Swatow	26th
Wongahue	Ad. Line	Seattle	1st May
Glengyle	J. M. Co.	Europe	9th
Bowes Castle	Barber Line	New York	12th
Shidzuoka M.	N. Y. K.	London	12th
Kaga Maru	N. Y. K.	London	25th

## Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage Expires	Claims to be in by	Examination Date
Persia	A. & Co.	Kowloon	April 20	April 20	April 20
Melville Dollar	R. D. Co.	Kowloon	April 23	May 16	April 19
Shinyo Maru	T. K. K.	T. K. K. Godwin	April 25	May 9	April 26
Kasenga	Bank Line	Kowloon	April 25	May 9	Tues. & Fri.
Mulupa	Ad. Line	Hon. Shun	April 25	May 15	April 22
Burns Maru	U. S. K.	Kowloon	April 25	May 20	Wed. & Sat.
Glengyle	J. M. & Co.	Hall's	April 27	May 20	April 27
Demodocus	B. & S.	Hall's	April 27	May 11	Tues. & Fri.

## POST OFFICE NOTICES.

Telegraphic Communication with Cap Rock Lighthouse is interrupted. Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

From	Per	Due
Shanghai	Suiyang	21st April.
Shanghai	Szechuen	22nd
Japan	Wakasa Maru	22nd
Europe via Suez (Letters & Newspapers only London 24th March)	Benader	23rd
Straits	Awa Maru	24th
Australia & Manila	Changsha	25th
Calcutta & Straits	Malacca Maru	26th

## OUTWARD MAILS.

For	Per	Date
*Straits & Bangkok	Wing Shing	Thurs., 21 inst., 2 p.m.
Saigon	Phraung	Thurs., 21 inst., 9 a.m.
*Japan	Tsukak	Thurs., 21 inst., 10 a.m.
Bangkok	Banka	Thurs., 21 inst., 3 p.m.
*Swatow, Shanghai, & North China	Wuhu	Thurs., 21 inst., 5 p.m.
*Shanghai, & North China	Kasenga	Thurs., 21 inst., 5 p.m.
*Japan, & Canada, U.S.A., Central & S. America, & Europe via Seattle	Delight	Thurs., 21 inst., 9 a.m.
*Japan, & Canada, U.S.A., Central & S. America, & Europe via Seattle	Kanawa	Thurs., 21 inst., 3 p.m.
Shanghai & N. China	Sunning	Thurs., 21 inst., 11 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marquesas, S. Africa, India via Dharmashloki, Bombay & Aden	Saigon Maru	Thurs., 21 inst., Registration 9.15 a.m. Letters 10.00 a.m.
Shanghai, N. China, Honolulu, Canada, U.S.A., Central & S. America, & Europe via San Francisco	Nile	Thurs., 21 inst., Registration 9.45 a.m. Letters 10.30 p.m.
*Swatow, Amoy & Takao	Souby Maru	Fri., 22 inst., 9 a.m.
Ford Bayard, Haihow & Haihow	Huoi	Fri., 22 inst., 9 a.m.
Tientsin	Chingping	Fri., 22 inst., 5 p.m.
Philippine Islands	Yuen Sang	Fri., 22 inst., 2 p.m.
Swatow, Amoy & Foochow	Hailong	Fri., 22 inst., 11 a.m.
Shanghai & North China	Hoihow	Satur., 23 inst., 11 a.m.
*Swatow, Shanghai & North China	Huangang	Satur., 23 inst., 5 p.m.
Haihow, Peking & Haihow	Kaifong	Satur., 23 inst., 9 a.m.
Shanghai, & North China	Suiyang	Satur., 23 inst., 5 p.m.
Swatow & Bangkok	Kwaikang	Satur., 23 inst., 2 p.m.
Swatow, Amoy & Keelung	Amakusa Maru	Sun., 24 inst., 9 a.m.
Amoy & Philippine Islands	Taming	Sun., 25 inst., 3 p.m.
*Swatow, Shanghai & N. China	Tungshing	Mon., 26 inst., 5 p.m.
Swatow & Bangkok	Kwong Ping	Mon., 26 inst., 5 p.m.
Shanghai, N. China, Japan, Honolulu & Canada, U.S.A., Central & South America & Europe via San Francisco	Golden State	Mon., 25 inst., Registration 9.45 a.m. Letters 10.30 a.m.
Wai Hui Wei, Chetco & Tientsin	Kaichow	Tue., 26 inst., 3 p.m.
Amoy, Shanghai & N. China	Szechuen	Tue., 26 inst., 11 a.m.
Swatow, Amoy & Foochow	Haihow	Tue., 26 inst., 2 p.m.

\*Correspondence bearing vessel's name only.

## BANKS.

ASIA BANKING CORPORATION.  
(AN AMERICAN BANK)

CAPITAL ..... U.S. \$4,000,000.  
SURPLUS & UNDIVIDED PROFITS: ..... U.S. \$1,489,000.

HEAD OFFICE: NEW YORK, U.S.A.  
BRANCH: SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT: SHANGHAI  
BRANCHES: PEKING, MANILA, SINGAPORE, TIENSIN

CANTON, CHANGSHA, HANKOW

All Descriptions of banking business transacted.  
Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.  
American Bankers Association and Guaranty Trust Company of New York Travelers Cheques sold by us.  
Payable throughout the world.

D. M. BIGGAR,

Manager.

## THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital, \$50,000,000.00  
Paid up Capital, 12,279,800.00  
Reserve Funds, 7,795,023.00

## HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21

Connaught Road Central. Branches and Sub-branches all over

China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers.—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers.—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits.

Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

TSUYEE PEI

Manager.

## THE BANK OF EAST ASIA, LIMITED.

No. 2, Queen's Road Central, HONGKONG

Established 1910.

PAID UP CAPITAL: \$5,000,000.00

RESERVE FUND: 5,000,000.00

DIRECTORS: Mr. Dong Wei Ting, Chairman

Mr. Chow Shun Fung, Mr. Kai Ying Pu, Mr. Li Koon Chun, Mr. Yeh Ching Hong, Mr. Fung Ping Shan, Mr. Wang Yun Tong, Mr. F. K. Kwok, Mr. Chan Ping Shue, Mr. Ng Chang Luk, Mr. Han Chin Nam.

Manager: Mr. Ren T. T. Manager: Mr. Li T. Fung.

BRANCHES &amp; AGENCIES: LONDON, NEW YORK, SHANGHAI, SAN FRANCISCO, YOKOHAMA, NAGASAKI, SAIGON, HANKOW, PEKING, MANILA, BATAVIA, SAMARANG.

London Bankers.—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum

For 6 months at the rate of 4% per annum

For 12 months at the rate of 5% per annum

KAN TONG PO, Chief Manager.

Hongkong, October 1st, 1920.

## THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central.

Hankow Branch: Russian Consulate.

DOMESTIC &amp; FOREIGN BANKING SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear interest at Rates 3%, 4%, 5%, respectively.

J. USING LY, Hongkong, 7th July, 1919.

## THE CHINESE MERCHANTS BANK, LTD.

Head Office: Alexander Building, Queen's Road, Central.

General Banking and Exchange Business transacted.

Loans granted on approved securities.

Current, Savings, and Fixed Deposits bear interest at Rates 3%, 4%, and 5% per annum respectively.

L. S. LAU, Chief Manager.

Hongkong, 2nd October, 1920.

## BANKS.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Paid-up Capital: \$5,000,000

Reserve Funds: 12,500,000

Sterling: 12,500,000

Silver: \$21,500,000

Reserve Liability of Proprietors: \$15,000,000

COURT OF DIRECTORS: G. T. M. Kitchin, Esq., Chairman

G. M. Dobson, Esq., Deputy Chairman

D. U. M. Bernard, Esq., J. A. Phinney, Esq.

A. H. Compton, Esq., A. O. Lang, Esq.

A. S. Gubbay, Esq., W. H. M. R. S. D. Parr

Hon. Mr. P. H. Hylton, Esq., W. J. Patterson, Esq.

Chief Manager: Hon. Mr. A. G. STEPHEN

Manager Hongkong: Mr. A. H. Barlow, Esq.

Acting Manager Shanghai: G. H. Hill, Esq.

LONDON BANKERS: LONDON COUNTY WESTMINSTER &amp; PARK BANK, LIMITED.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 26th February, 1920.

## HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum monthly balance at 3% per annum for the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN, Chief Manager.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1852.

PAID UP CAPITAL: £3,000,000

RESERVE FUND: £3,000,000

PROFITABLE INCOME: £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.

Hongkong, 1st January, 1914.

## BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTER



## PACIFIC SHIPPING.

C.P.O.S.

**SAILINGS**

**HONGKONG to VANCOUVER**  
Via Shanghai, Nipponiki (Moj), Kobe & Yokohama.

Steamers	From Hongkong	Due Vancouver
Empress of Russia	Apr. 28	May 16
Empress of Japan	May 17	June 7
Empress of Asia	May 26	June 13
Monteagle	June 14	July 8
Empress of Russia	June 23	July 11
Empress of Japan	July 13	Aug. 3
Empress of Asia	July 21	Aug. 8
Monteagle	Aug. 23	Sept. 16
Empress of Russia	Aug. 18	Sept. 5
Empress of Japan	Sept. 20	Oct. 11
Empress of Asia	Sept. 15	Oct. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic crossing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are subject to change. The Pacific Atlantic route can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to  
**HONGKONG OFFICE.**  
Telephone 255. Cable address: CANPAC  
CANADIAN PACIFIC OCEAN SERVICES, LTD.

**T. K. K.**  
**TOYO KISEN KAISHA**

HONGKONG to SAN FRANCISCO.  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	Apr. 27th.
PERIA MARU	9,000	May 14th.
TAIYO MARU	22,000	May 25th.
SIBERIA MARU	20,000	June 10th.
TENYO MARU	22,000	June 21st.
KOREA MARU	20,000	July 1st.

† Calling at Dairen. † Omitting Shanghai.  
**SOUTH AMERICAN LINE.**  
**HONGKONG to VALPARAISO.**  
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	May 15th.
TOKUYO MARU	12,000	June 10th.
RAKUYO MARU	17,500	July 11th.

For full information regarding passengers, freight, and sailings apply to—  
**Y. TSUTSUMI, Manager,**  
King's Building. Tel. Nos. 2374 & 2375.  
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

**STRUTHERS & DIXON, INC**  
**GREEN STAR LINE**

Operating Far Eastern services for account of the  
**UNITED STATES SHIPPING BOARD.**  
**TO SEATTLE & VANCOUVER (via MANILA).**  
† "WEST JESSUP" ... 26th April.  
**TO LOS ANGELES & SAN FRANCISCO (via HONOLULU).**  
† "WEST JENA" ... 25th April.  
† Also, cargo accepted for Transshipment at San Francisco and or Seattle to weekly sailings for  
**NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.**

Through Bills of Lading issued to U.S. and Canada  
Overland Common Points.  
**HONGKONG OFFICE**—1000 Powell Building 12, Des Vaux Rd. Tel. 3068.

**CHINA MAIL S.S. CO., LTD.**

"Incorporated in U.S.A."

FREIGHT AND PASSENGERS		
S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
5,000 tons	11,000 tons	10,200 tons

**SAILING FROM**  
**HONGKONG for SAN FRANCISCO**  
via Shanghai, Japan Ports and Honolulu  
S.S. "NILE" S.S. "CHINA" S.S. "NANKING"  
April 21st. May 18th. June 15th.

**SAILING FROM**  
**HONGKONG for MANILA**  
S.S. "NANKING" ... June 4th.

**SAILING FROM**  
**HONGKONG for SINGAPORE**  
S.S. "CHINA" S.S. "NILE"  
April 30th. June 25th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.  
**C. T. SURRIDOE,** FREIGHT & PASSENGER AGENT,  
PRINCE'S BUILDING, 105 HOUSE STREET.  
TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.  
No. 1934. No. 2161.

## PACIFIC SHIPPING



**DOLLAR LINE**



**SAILINGS FROM HONGKONG FOR NEW YORK.**

STEAMERS	VIA PANAMA	SAILING DATE
"HAROLD DOLLAR"	...	MAY 10TH.
"M. S. DOLLAR"	...	MAY 25TH.
"MELVILLE DOLLAR"	...	MAY 28TH.

**FOR VANCOUVER.**

STEAMERS	SAILING DATE
"HAROLD DOLLAR"	MAY 10TH.
"MELVILLE DOLLAR"	MAY 18TH.

Calling at Los Angeles.  
Through bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—  
**THE ROBERT DOLLAR Co.**  
GENERAL POST OFFICE BUILDING TEL. 792  
THIRD FLOOR 795.



Operating following U.S. Shipping Board Steamers.  
**PASSENGER & FREIGHT SERVICE.**  
**FOR MANILA.**

S.S. Wenatchee ... Sailing May 3rd.  
**VICTORIA, VANCOUVER, SEATTLE.**  
Calling Shanghai, Kobe and Yokohama.

S.S.	Crosskeys	(Freight only)	April 19.	May 21.
Wenatchee	...	...	May 14.	June 3.
Edmore	...	...	May 24.	July 10.
Keystone State	...	...	July 9.	July 30.

**FOR PORTLAND DIRECT.**  
Calling Kobe & Yokohama.

S.S.	Montague	(Freight only)	April 26.	June 1.
Abercos	...	...	May 23.	June 2.

Through Bills of Lading issued to Overland common points  
Passengers and Freight Particulars.

**THE ADMIRAL LINE**  
Telephones 2477 & 2478. 5th Floor Hotel Mansions.



**THE PACIFIC STEAMSHIP CO.**  
**REGULAR SERVICE**  
To & From  
**SAIGON SINGAPORE SUMATRA JAVA PORTS.**

OPERATING THE FOLLOWING U.S.S.B. STEAMERS  
**LAKE FARRAR** May 2. **LAKE ONAWA** May 19.  
Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates Apply to—  
**THE ADMIRAL LINE,**  
5th FLOOR HOTEL MANSIONS BUILDING.  
Tel. Add.: Admirale. Telephone 2477 & 2478.

**SERVICE TO UNITED STATES.**

**FOR NEW YORK and BOSTON.**

For freight space and particulars apply to—

**BARBER STEAMSHIP LINE INC.,**  
**THE ADMIRAL LINE**  
AGENTS

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

**KONINKLYKE PAKETVAART MAATSCHAPPIJ**  
(Royal Packet Navigation Co. of Batavia)

**THE STEAMSHIP:**  
**"VAN CLOON"**  
will be despatched to  
Singapore and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.  
Wireless Telegraphy.

For freight and passenger apply to:

**JAVA-CHINA-JAPAN LYN,**  
Telephone No. 1574. Agent

## PACIFIC SHIPPING.

**NEW YORK DIRECT.**

Joint service of the  
**"BLUE FUNNEL" LINE**  
(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)  
AND  
**AMERICAN & MANCHURIAN LINE**  
(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.  
BOSTON & NEW YORK. "CITY OF DUNKIRK" 25th April.  
"KNIGHT COMPANION" 13th May.  
Steamers proceed via Suez Canal or Panama Canal at Owner's option.  
Subject to change without notice.  
For freight and particulars apply to

**BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.**  
**HONGKONG & CANTON REISS & CO. CANTON.**

**VEREENIGDE NEDERLANDSCHE SCHEEPVAART**  
**MAATSCHAPPIJ.**

(United Netherlands Navigation Company)

**HOLLAND-OOST AZIE LIJN**  
(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between  
Japan ports, Shanghai, Hongkong and Manila  
and  
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
BOEROE	May	Amsterdam & Hamburg	20th May.
ALCOR	June	Rotterdam & Hamburg	20th June.
ALCHIBA	July	Amsterdam & Hamburg	20th July.

For full particulars please apply to

**JAVA CHINA JAPAN LYN**  
General Agents,  
York Building.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

S. F. Zih, Hongkong Hotel from Shanghai.

Mark Hoken, from Miyanoshta Abeichi, from Osaka.

Sochon, from Omata.

Robjohn Hongkong Hotel, from Shanghai.

Wilbur, International Bank (2), from Yokohama.

Jones 2 Mody Road, from Shanghai.

Paladum, from Kobe.

Wingchunwing, from S'hai.

Kwongtailoychan Harjuttwan, from Shanghai.

Lankwaisheng No 2 Robinson Road, from Amoy.

Leethyeh Singheesang, from Amoy.

Youngsoywan 14 Connaught Road West, from Shanghai.

Young Size E q 94 Hollywood Road, from Amoy.

Thongyak, from Shanghai.

Seewesong, from Amoy.

Manwoo, from Shanghai.

Yuenchingtai, from Shanghai.

Chengsinnam, 53 Connaught Road Central, from Shanghai.

Lonan 16 Morrison Gap Road, from Shanghai.

Kwongontai, from Shanghai.

TH. KRING.

Superintendent.

Hongkong, April 14, 1921.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

Asanoondo, from Taipeh.

Bitloy Hongkong Hotel, from Shanghai.

Brando Care Taggart Kromlin, from Manila.

Godsil care S.S. Venezula (2) from Shanghai.

Jessie Hughes Statesbank, from Hanol.

Santon Passenger Amazone care of Messagerie, from Manila.

Tyree, from Perthwa.

M. E. F. AIREY,

Superintendent.

Hongkong, April 14, 1921

## COMMERCIAL NEWS.

**WORLD'S FAIR AT MANCHESTER.**  
A scheme is afoot to organize a World's Fair in Manchester in 1923-24.

**ITALY'S RESOURCES.**  
Signor Ricci, the new Ambassador at Washington, has announced his intention of trying to attract American capital to develop Italy's colossal water power.

**WORLD'S BIGGEST TEXTILE EXHIBITION.**  
At the Agricultural Hall, London, Clothing, Outfitting and Woollen Trade Exhibition, and the Drapery Exhibition, have constituted the greatest display of textiles ever held.

**GERMAN TRADE MARKS.**  
The officials of the Chinese Foreign Office and of the Department of Agriculture and Commerce are considering the request of the Dutch Minister regarding the protection of German trade marks on German dye stuffs in the markets of China. It is understood that the negotiations between Germany and China for the resumption of commercial relations are at a standstill owing to differences of opinion on the matter of extra-territoriality. It is further stated that China has decided not to give most-favoured treatment to any countries with which China may conclude new commercial treaties.

**OIL-PROSPECTING IN CANADA.**  
The new regulations for the disposal of oil-lands in the Canadian northwest territories provide for the issue to one applicant of a maximum of five prospecting permits for an aggregate of four square miles of territory. Permits will be available four years during which adequate drilling must be done. The actual rental charges will range from 50 cents to \$1 per acre. Upon the discovery of oil, a 21 years lease will be granted to cover one square mile of territory allotted. The other three square miles will become Crown reserve. The rental will be \$1 per acre per annum. Royalties are fixed at 5 per cent for the first five years and 10 per cent thereafter.

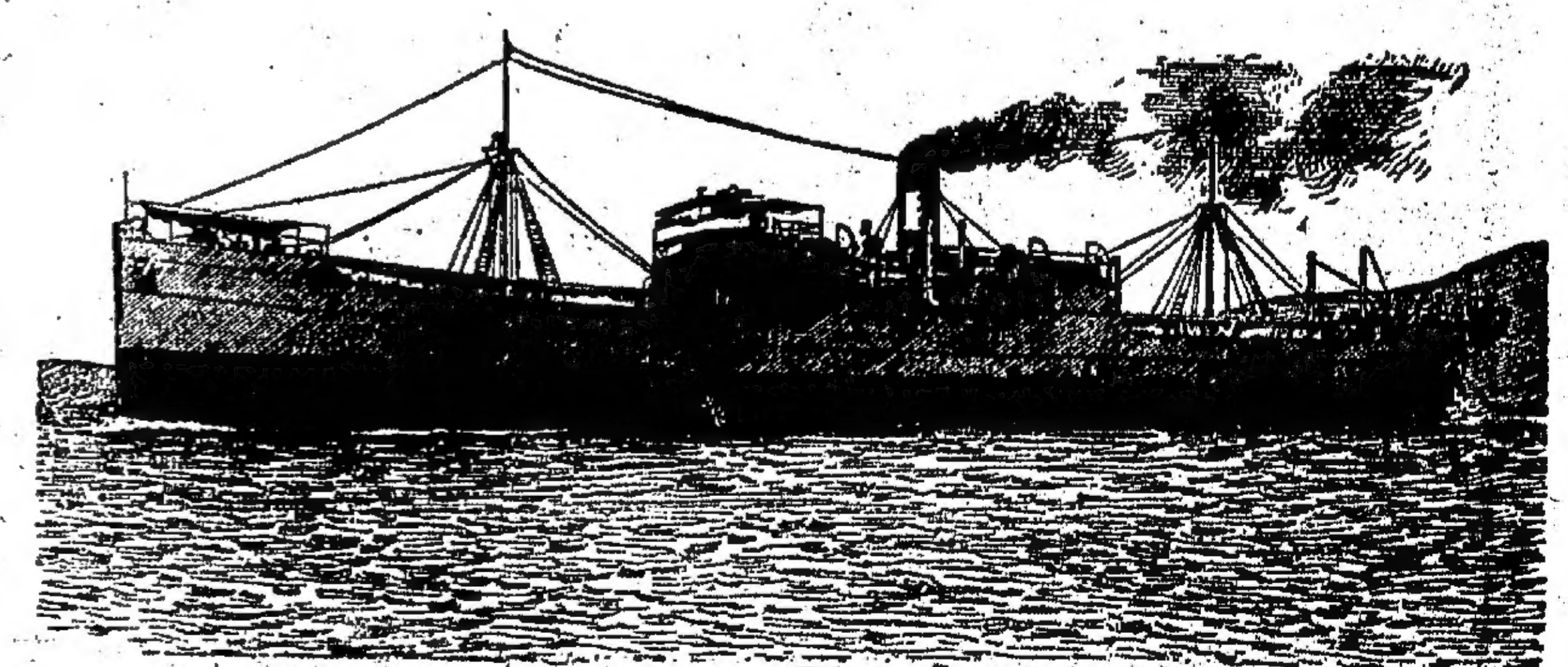
**JAPANESE ORDERS IN U.K.**  
The following material for the Japanese Navy is now being manufactured in the United Kingdom:—(a) 7,630 tons of armour plate, representing the barbettes, conning-tower, and other special curved armour, presumably intended for the two battleships Kaga and Tosa. This work is being carried out by Messrs. Vickers, Ltd.; (b) Several sets of 13-cylinder Diesel engines, each of 1,200 brake horse-power, intended for submarines now building in Japan. These engines are being made by Messrs. Vickers; and (c) Several thousand armour-piercing projectiles of heavy calibre, 14-in. and 16-in. This contract was placed with Messrs. Hadfields, Ltd., of Sheffield, last year.

**THE HONGKONG & WHAMPOA DOCK CO., LTD.**

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition; Western Union and Watkins

Lock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,  
Iron and Brass Founders, Forge Masters, Electricians



**S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross**

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,  
to the order of the British Government.

Please Address Enquiries to the Chief Manager

**R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG**



Shipping to Europe, Australia, and other Ports.

# P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DEVENHA	8,000	27th Apr.	London & Antwerp.
SOUDAN	7,000	29th Apr.	M'ses, London & Antwerp.
DILWARA	5,378	9th May	Spore, Colombo & B'bay.
NAGOYA	7,000	13th May	M'ses, London & Antwerp.

## BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,200	20 Apr. 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	6th May	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and 8 days.
ST. ALBANS	5,000	25th May	

## SAILINGS TO SHANGHAI &amp; JAPAN.

KANOWNA	7,000	21 Apr. 5 p.m.	Moji & Kobe.
JAPAN	6,000	27th Apr.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

## WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. X 2 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight etc. apply to

22, Des Vaux Road Central.

## N. Y. K.

### NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SOWA MARU ... Friday, 6th May, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tues., 31st May at 11 a.m.

KATORI MARU ... Friday, 17th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

INABA MARU ... Friday, 29th April, at 11 a.m.

KAMO MARU ... Friday, 13th May, at 11 a.m.

IYO MARU ... Friday, 27th May, at 11 a.m.

HAMBURG, LONDON, HULL & ROTTERDAM.

MAISUYE MARU ... Friday, 29th April.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 17th May, at 11 a.m.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NEW YORK via Suez.

YAMAGATA MARU ... Middle of May.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of May.

BOMBAY & COLOMBO via Singapore.

WAKASA MARU ... Saturday, 23rd April.

HAKATA MARU ... Tuesday, 3rd May.

CALCUTTA & RANGOON via Singapore & Penang.

TOKA MARU ... Thursday, 5th May.

JAPAN PORTS Nagasaki, Kobe & Yokohama.

TANGO MARU ... Tuesday, 17th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AWA MARU ... Monday, 25th April.

LIMA MARU ... Tuesday, 27th April.

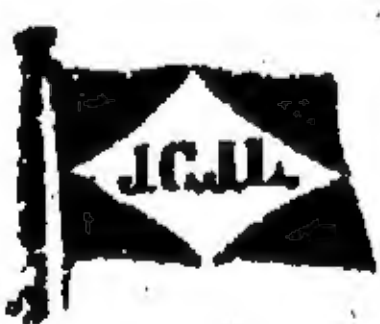
MALACCA MARU ... Wednesday, 27th April.

ATSUTA MARU ... Thursday, 28th April, at 11 a.m.

For further information apply to: NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

## JAVA-CHINA-JAPAN LIJN



Regular Fortnightly Service between  
JAVA, CHINA and JAPAN.

Steamer	From	Expected in or about	Will leave on or about	For
Tjisalak	Java	in port	21st Apr.	Japan.
Tjibodas	Shanghai	in port	20th Apr.	Java.
Tjiluwong	Java	28th Apr.	3rd May	Shanghai
Tjisondari	Japan	4th May	8th May	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING  
JAVA PACIFIC LIJN.  
NEXT SAILING.

Steamer	From	Expected in or about	Will leave on or about	For
BALI	Java	in port	20th Apr.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

## DODWELL & CO., LTD.

### STEAMSHIP SERVICES.

Regular Sailings to

FOR NEW YORK and BOSTON.

### S.S. "BOWES CASTLE"

Sailing on or about 15th May.

### LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "TRIESTE" Sailing on or about 22nd April.

S.S. "PERSIA" Sailing on or about 15th May.

FOR SHANGHAI & JAPAN.

Passengers Luggage can be insured at the office of the Agents

### NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd. and Apar Lines.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS  
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	25th April.	30th April.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

### "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

Steamer. Sailing.

LONDON, AMSTERDAM, ROTTERDAM, HAMBURG, "KASENKA" 5th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

## CLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
"GLENIFFER"	19th April.
"GLENVOLE"	6th May.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
"CARNARVONSHIRE"	22nd Apr.	GENOA, LONDON & R'DAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD

Telephone No. 215, sub-ex. 23 and 3696.

### CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "HWAH PING" Sailing on 22nd April.

S.S. "VICTORIA" Sailing on 29th April.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3307.

113, Connaught Road Central.

COASTAL SHIPPING.

## INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing	d'light.
MOJI & Kobe via Shanghai	Kumsang	Thur., 21st Apr. at	3 p.m.
MANILA	Yuen-sang	Fri., 22nd Apr. at	3 p.m.
TIENTSIN	Chipshing	Sat., 23rd Apr. at	3 p.m.
STRAITS & Calcutta	Kwalsang	Sat., 23rd Apr. at	3 p.m.
SHANGHAI via Swatow	Hangsang	Sun., 24th Apr. at	d'light.
BANGKOK via Swatow	Kwongshing	Tues., 26th Apr. at	d'light.
SHANGHAI via Swatow	Tungshing	Tues., 26th Apr. at	d'light.
HAIPHONG via Hoihow	Taksang	Wed., 27th Apr. at	10 a.m.
SANDAKAN	Hinsang	Wed., 27th Apr. at	noon.
SHANGHAI	Hopsang	Fri., 29th Apr. at	d'light.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returnin. from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

### CALCUTTA LINE.

S.S. "KWAI SANG" will be despatched on or about Saturday, 23rd Apr., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sunning	21st Apr. at noon.
SHANGHAI	Wuh	21st Apr. at noon.
H'HOW, PHOI & H'PHONG	Kailong	23rd Apr. at 10 a.m.
SHANGHAI & TINGTAO	Suiyang	24th Apr. at d'light.
MANILA, CEBU & ILOILO	Taming	25th Apr. at 4 p.m.
AMOI, SHAI & PUKOW	Szechuen	26th Apr. at noon.
W'WEI, CHEFOO & T'HSIN	Kueichow	26th Apr. at 4 p.m.
W'WEI, CHEFOO & T'HSIN	Huichow	28th Apr. at 10 a.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong April, 20, 1921.

## DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailong	W. Couper	TUES, 26th Apr. at 3 p.m.
Hailong	W. C. Passmore	WED., 27th Apr. at noon
Haiching	A. H. Stewart	FRI., 29th Apr. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

## NANYO YUSEN KAISHA.

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICES  
BETWEEN JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Macassar Maru" sailing on or about 30th April.

FOR JAPAN.

Ports of call:—Moj, Kobe and Yokohama.

S.S. "Samarang Maru" sailing on or about 25th April.

S.S. "Borneo Maru" sailing on or about 8th May.

For further particulars please apply to:—

K. SUZUKI.

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

BOMBAY DOCKERS' STRIKE.  
Five thousand men belonging to the British India and Peninsular and Oriental Lines dry docks at Bombay have gone on strike.

U. S. FAR EAST LINE SUSPENDED.  
Owing to the depression in the shipping trade the Los Angeles Shipping Company has decided to suspend its services between America and the East and to close its Shanghai offices.

U. S. MARINE ENGINEERS.

REFUSE REDUCED PAY

The marine engineers of San Francisco, Portland and Seattle have refused to accept the 25 per cent. reduction in wages which the Pacific American Steamship Association has proposed for trans-Pacific and coastwise ships.

EX-ENEMY LINERS!

The Japan Chronicle states that there have been negotiations going on in London for the sale of the former German ships Weichsel, Mocklenburg, Normannia and Viktor, which have been allotted to Japan as "reparation" ships. It is reported that the Viktor has now been sold to a Dutch buyer at £12 10s. (about ¥100 in Japanese currency) per ton. This ship, weighing 6,431 tons, was built in 1919 and is said to be the finest of the "reparation" ships.

SALVING THE LEONARDO DA VINCI.

Further details have been received regarding the remarkable salvage feat accomplished by Italian engineers when the 22,000-ton battleship Leonardo da Vinci was refloated at Toronto. The vessel which was treacherously blown up in August 1916, turned while sinking, embedding her funnels, turrets, masts, and bridge in the muddy bottom of Toronto harbour. Divers excavated a space around the ship, holes in her hull were cemented, and a mile-long trench was dug, along which she was drawn to the dock. She was then towed out to open water, where by flooding some of her compartments she was enabled to right herself by natural means.

NORWEGIAN CLAIM AGAINST U.S.

The Norwegian Minister in Washington has presented a note to the State Department in which the Norwegian Government requests that the claims of a group of Christiania shipowners on the American Government, in connection with the requisitioning during the war of newly built ships or vessels under construction, shall be submitted to arbitration unless an amicable settlement be reached in the near future. The claims in question involve a total sum of about \$14,000,000. A very serious situation has arisen for a group of Norwegian shipowners, owing to their failure to obtain from the United States compensation for the requisitioning of Norwegian tonnage building in America. The matter has been taken up by the Norwegian Government, and diplomatic negotiations were carried on throughout last year, but without result, and the Norwegian Government resolved a some time back to demand settlement of the matter by means of arbitration. Apparently the first step in this direction has now been taken.

SEAMEN DESERTERS.

The Mercantile Marine Service Association recently received a memorial signed by a large number of shipmasters in command of British ship trading to the port of Galveston and other American ports. This memorial protested strongly against the provisions of United States law whereby British and foreign seamen in U.S.A. ports are rendered immune from prosecution for desertion. It is evident from an extract from a U.S. paper that a protest was made in due course by the British Government to the U.S. The extract reads:—"To U.S. The protest against the desertions of sailors from British ships in U.S. ports, permitted by the Seamen's Act of 1915, has now been added that of the Norwegian shipowners through their national organization. Recommendation is made of the practice of requiring a security from sailors before leaving Norway, to be forfeited in case of desertion. Sailors are reminded that if they return to Norway after desertion in a U.S. port they will be amenable to the Norwegian courts. Captains are not to engage at U.S. ports sailors who



